



HISTORICAL RECORDS

Dated January 20, 1953 to December 18, 1954

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

An INDEX of the Board minutes by alphabetic arrangement and by project number from June 1951 to and including June 1977, is located on the last half of microfilm roll number HR-6.

A record of the legislative action which created each Department is on the next frame.

The microfilm images hereon are a true and accurate reduction of the actual MINUTES mentioned above. They have been filmed in the normal course of business and under authority of the Idaho Transportation Department Administrative Policy No. A-06-25 and statutes and regulations cited thereon.

MICROFILM ROLL NO. 11

SEAMAN S. MILLS
General Services Supervisor

Date Filmed _____

By Luan Knospe

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Planetary Camera

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 20 - 24, 1953

The date of the regular meeting, which was set for January 21, 1953, at the last meeting of the Board on December 20, 1952, was advanced to January 20, by order of Chairman Rich; therefore, the regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 2:00 P.M. on Tuesday, January 20, 1953.

Present were W. Fisher Ellsworth, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

In an informal meeting, the Board met with Mr. Walter Hereth, Manager of the Lewiston Orchards Irrigation District of Lewiston, Idaho, to discuss the Lewiston Orchards road in Nez Perce County. Before meeting with the Board, Mr. Hereth discussed this road with the Engineering Officer for the Department, to determine the status of the road and what procedure should be followed in getting a project on this route ready for construction. The Engineering Officer outlined three stages that had to be taken:

1. Placing the road on the federal-aid county secondary system, making it eligible for federal aid funds.
2. Programming a project on this route and negotiating for the necessary engineering work, preparing plans and estimates, and securing the necessary right-of-way.
3. When it reached the construction stage, he explained to Mr. Hereth how the contracts were let, the necessary agreements needed with the County for the deposit of sufficient funds with the State highway department to cover the County's share of the construction cost, based on the preliminary estimate, and also told him that prior to award of contract, the County was contacted for their concurrence in the award.

Mr. Hereth asked if other than State highway engineers could make the surveys and plans for these county roads. He was informed that this was being done in various counties throughout the State. The Counties were obtaining the services of a registered engineer and were using as a basis for negotiations with the consulting engineer a form prepared by the State highway department outlining the necessary work that had to be done in the field to accomplish the plans in a form satisfactory to the Bureau of Public Roads and State highway department.

When discussing this road with the Board, the Board informed Mr. Hereth that it was their understanding that this project now had the approval of the Bureau of Public Roads, and they could see no reason for further delay. They told him that they and the department would be pleased to give any assistance they could to expedite this project, and said that the Secondary Roads Engineer would be glad to assist them at any time with their problems.

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The rest of the afternoon session consisted of an informal discussion with regard to various matters, principally those having to do with the convening legislature.

THEREUPON, the Board adjourned until 8:30 o'clock A.M. on Wednesday, January 21, 1953.

WEDNESDAY - January 21, 1953

Pursuant to adjournment, the Board reconvened at 8:30 A.M. on Wednesday, January 21, 1953, with all members, the State Highway Engineer and Acting Secretary of the Board present.

An informal discussion was held with Senator E. F. Gaffney of Plummer, Idaho, with regard to a five and one-half mile section of road connecting Highway 95 with the Washington Highway near Tekoa. A letter had been received from the Board of County Commissioners of Benewah County relative to this section of road, wherein the County Commissioners requested that this five and one-half mile section of road be included in the State highway system. In their letter, the Board of County Commissioners stated that the Indian Service Highway Department had built and completed this road; however, the traffic had become too heavy for a gravel surface, resulting in rapid deterioration of the road surface and costly maintenance. The letter further stated that the present Board of County Commissioners and the people of Benewah County were of the opinion that when this project was set up, it was agreed that the State highway department would take it over and maintain it thereafter. The County Commissioners further stated that the State of Washington had completed their part of the same agreement in 1952 by graveling and seal coating two miles of this road from the Idaho State line to Tekoa, and which, when finished, will connect Highway 95 to all main highways of the Inland Empire, and also mentioned that there was a distance of about 75 miles along Highway 95 which borders the Palouse farmlands with no State road connecting the two States through and beyond Benewah County; therefore, they were asking that the Board of Highway Directors give consideration to their request of placing this highway on the State highway system.

The Board made no commitment to Senator Gaffney, but informed him that they would give the matter careful consideration, and instructed the State Highway Engineer to study this situation, and told him that the Board would contemplate an examination on the ground at the earliest convenient time; probably in the early summer of this year.

The balance of the morning session was given to discussion of pending legislative matters. The Board recessed for lunch.

Upon their return from lunch, the Board resumed their informal discussion until about 3:00 P.M., when Members of the Senate came to visit the department. The Board closed their discussion and adjourned the meeting until 8:30 A.M. on Thursday, January 22. They directed the Senators on an inspection trip through the various divisions of the department of highways.

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THURSDAY - January 22, 1953

Pursuant to adjournment, the Board reconvened at 8:30 A.M. on Thursday, January 22, 1953, with all members of the Board, the State Highway Engineer, and Acting Secretary of the Board present.

The Board then received Senator G. W. Eimers, Senator J. I. Morgan and Representative E. E. LaTurner, who wished to discuss various matters of legislation with them.

1. Matter Regarding 40' Busses.

It was the opinion of the Board that this was a situation that would have to be met due to the fact that it was the trend of times to improve travel conditions; however, they were somewhat concerned with the safety factor. They said their first reaction was that it would not cause any hazard, but they then realized that a situation might obtain where it could not be limited to a bus or stage line. It was their understanding that no weight problem would be involved because the weight would be better distributed and as far as axle weights were concerned it was an improvement. Their only question concerned the additional length, especially on narrow highways.

Senator Eimers said it was his understanding that these busses would be used only on the better and wider highways, and would not be used on the shorter runs.

It was suggested that inquiries be made of the Legislative bodies of the neighboring States, (Oregon, Utah, Washington and Wyoming), as to what they have done and what they are contemplating with regard to this matter, as the State of Idaho did not want to be in a position to pass something other States might not want.

The Board indicated to these gentlemen that they did not want to advise them what to do as they were not the law makers, and they did not want to put themselves in the position to say that the laws had to be this way or that way. They want to take a sensible position, accept the laws and try to live under them.

The Board took the position that aside from the safety factor that might be involved, they would be inclined to favor the request for longer busses.

2. State Police Tenure Act.

The Board favored the merit system, but felt that no definite legislation was needed. They recommended that it be handled within the department.

The movement to place the State Highway Patrol under the Department of Highways was mentioned. The Chairman of the Board said that at this time he was reluctant to burden the Highway Board with such responsibility.

3. Uniform Motor Vehicle Code.

The Board unanimously approved this measure, and suggested that these gentlemen discuss it further with Mr. Mathes, the Traffic Engineer for the Department of Highways, as he had made a complete study of the matter. It

was also suggested to them that when passing a law they should be sure that they wipe out the old law so there will be no controversy.

4. Maximum Speed Limits.

It was the consensus of the Board that no legislation was necessary, and they questioned whether they as a Board would favor uniform speed limits. The Board at the present time has authority to establish speed limits and post speeds for special conditions, especially if a safety factor is involved. The Chairman of the Board said that a former Senator had once made a statement to the effect that it was not a good rule to pass any law that was not enforceable, and it was his opinion that a speed limit could be set, but it would have to be up to the Department of Law Enforcement to enforce it.

5. Permission for Loggers to Haul Overloads.

It was the opinion of the Board that this was the legislature's problem, and said they preferred not to comment on it. They mentioned, however, that the posting law put the Board in a bad situation as it created a pressure problem. They indicated they would like to see the posting law done away with or have the responsibility of granting increases and tolerances taken away from the Highway Board. They said that if requested they would be pleased to present at the Joint Highway Committees' meeting the technical aspects of the situation, would tell them what they saw in the law and what they think is involved, and would try and point out what effect it would have regardless of what the law might be.

6. Change Gross Weights to Conform with Other States.

No comments were made as they believed this would fall within the same category as the above.

7. County Issuance of Driver's Licenses.

No comments.

8. Amend Law Pertaining to Lighting of Diesel Engines.

No comments.

9. Increase Port of Entry Stations.

The Board indicated that this was a law enforcement problem, and believed the legislature should permit the highway department and law enforcement department to work together and construct Port of Entry Stations where they saw fit and as they needed them.

10. Repeal or Amend Posting Law.

The Board indicated that they did not believe it was their responsibility to administer the law; however, they were of the opinion that it would probably be an easier law to administer if it applied to all commodities. They said they realized it was a big problem and a harsh problem.

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Mention was made of the Board's authority to enter into contracts with individuals for carrying over legal loads. The Board felt that under certain conditions this could be permitted; however, they said it was hard to know where to draw the line and they believed the law should be made precise with regard to this matter.

11. Definition of Special Equipment and Non-Motor Vehicles.

No comments.

The Board then met with Messrs. Holm, Moore and Harris of Roberts. These gentlemen were protesting the proposed new highway route through Roberts and north of Roberts. They claimed that the new road would cut through valuable farm lands and would be difficult to maintain due to borrow pits being full of water the year around. They believed a more feasible route for a new all weather highway would be west of Roberts north from Twin Buttes and follow the lava ridge.

The Board informed this delegation that the diagonal line change which they said traversed lower ground than the present route was not a final selection, and that the final location is still subject to further investigation.

THEREUPON, the Board recessed for lunch.

Upon their return from lunch, the Board members, the State Highway Engineer and Acting Secretary of the Board proceeded to the State Capitol Building to take part in a panel discussion with a joint session of the Highway Committees of the Senate and House.

This discussion consumed the entire afternoon of Thursday, January 22, and the Board reconvened at the highway office at 8:30 A.M., Friday morning, January 23, with all members of the Board, the State Highway Engineer, and Planning Officer-Acting Secretary of the Board present.

Minutes of the regular meeting held December 17-20, 1952, were read and approved without change.

Consideration was given to the bids which had been received, and the following action was taken:

The first bids considered were for the District No. 6 Headquarters Building. The work consists of the construction of District No. 6 Headquarters Building for the State of Idaho, Department of Highways, to be built near Rigby, Idaho. Bids for this project were opened on December 23, 1952. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to W. R. Cahoon Construction Company of Pocatello, Idaho, the low bidder, on December 29, 1952, in the amount of \$104,399.99; the Engineer's Estimate being \$89,640.00

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer in the award of this contract, and it was so ordered.

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The date for completion of this work was not stated in the proposal form, and it was the expressed opinion of the Board that the time for completing the work should be determined by the State and be set forth in the bid form so that all bidders will be required to bid under the same conditions.

The next bids to be considered were for the District No. 6 Headquarters Pump & Pressure System. The work consists of furnishing and installing a Pump & Pressure System with Automatic Controls at the District No. 6 Headquarters Well near U.S. 191, about one mile south of Rigby, in Jefferson County. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to the Sawtooth Company of Boise, Idaho, the low bidder, on January 12, 1953, in the amount of \$3,198.00; the Engineer's Estimate being \$3,900.00. Bids were received for this project on January 6, 1953.

There being no questions or objections, the Board unanimously concurred in the action of the State Highway Engineer on the above project, and it was so ordered.

The Board unanimously approved and signed copies of a formal letter concerning reclassification of certain Forest Highway Routes.

The following Official Minutes were signed by all Board members under date of January 23, 1953, and Attested by N. F. McCoy, Secretary:

"WHEREAS, construction of 3.934 miles of the North Side Highway (State Route No. 25) on new location beginning at a point in Sec. 32, T. 7 S., R. 15 E., 0.793 mile west of Wendell and ending in Sec. 2, T. 8 S., R. 15 E., 3.055 miles southeast of Wendell has made continuance of the original road as a portion of the State Highway System no longer essential.

THEREFORE BE IT RESOLVED, that the portion of the old road, 3.402 miles in length, which begins in Sec. 4, T. 8 S., R. 15 E., 0.129 mile south of the Wendell city limits and ends in Sec. 2, T. 8 S., R. 15 E., 3.055 miles southeast of Wendell, is hereby removed from the State Highway System, effective this date."

"WHEREAS, construction of 3.86 miles of the Coeur d'Alene Yellowstone Trail (U.S. Route No. 10) on new location beginning at a point in Sec. 34, T. 50 N., R. 3 W., 3.44 miles east of Coeur d'Alene and ending at a point in Sec. 6, T. 49 N., R. 2 W., 9.69 miles east of Coeur d'Alene has made continuance of the original road as a portion of the State Highway System no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the old road, 6.25 miles in length, is hereby removed from the State Highway System, effective this date."

"WHEREAS, construction of 1.339 miles of the Old Oregon Trail (U.S. Route Nos. 30, 26, 20) on new location beginning at a point in Sec. 15, T. 4 N., R. 3 W., 0.230 miles west of Caldwell and ending at a point in Sec. 22, T. 4 N., R. 3 W., at the intersection of Hannibal Street and Kimball Avenue in Caldwell has made continuance of the original road as a portion of the State Highway system no longer essential.

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THEREFORE BE IT RESOLVED, that this portion of the old road, 1.587 miles in length, is hereby removed from the State Highway system, effective this date."

WHEREAS, the road known as the Ammon Spur, extending from Idaho Falls to Ammon, a distance of 6.316 miles all in Bonneville County, is not deemed to meet the requirements for a State Highway as set forth in Section 16, Chapter 93, Idaho Session Laws, 1951 (The Highway Administration Act of 1951).

THEREFORE BE IT RESOLVED, that said highway is hereby removed from the State Highway system, effective this date."

"WHEREAS, construction of 7.024 miles of the North and South Highway (U.S. Route No. 95) on new location beginning at a point in Sec. 22, T. 37 N., R. 5 W., 0.874 miles south of Genesee and ending at a point in Sec. 20, T. 38 N., R. 5 W., 8.013 miles north of Genesee has made continuance of the original road as a portion of the State Highway system no longer essential.

THEREFORE BE IT RESOLVED, that the above-described portion of the old road, 10.425 miles in length, is hereby removed from the State Highway System, effective this date.

Inasmuch as it is essential that the Village of Genesee be provided with an adequate means of access to the North and South Highway, there is hereby designated as a part of the State Highway system, effective this date, a spur beginning at a junction with the North and South Highway west of Genesee and extending easterly into Genesee, a distance of 0.772 mile."

"WHEREAS, construction of 1.155 miles of the Redrock-Preston Highway on new location beginning at a point in Sec. 28, T. 13 S., R. 38 E., in Oxford and ending at a point in Sec. 21, T. 13 S., R. 38 E., 1.435 miles north of Oxford has made continuance of the original road as a portion of the State Highway system no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the old road, 1.435 miles in length, is hereby removed from the State Highway system, effective this date."

"WHEREAS, construction of 15.157 miles of the Payette Highway (State Route No. 15) on new location beginning at a point in Sec. 25, T. 14 N., R. 3 E., in Cascade and ending at a point in Sec. 15, T. 16 N., R. 3 E., 0.714 mile south of Donnelly has made continuance of the original road as a portion of the State Highway system no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the old road, 15.226 miles in length, is hereby removed from the State Highway system, effective this date."

"WHEREAS, construction of 6.322 miles of the Yellowstone Park Highway (U.S. Route Nos. 91-191) on new location beginning at a point in Sec. 28, T. 11 S., R. 37 E., 4.620 miles south of Arimo and ending at a point in Sec. 7, T. 10 S., R. 37 E., 0.535 mile north of Arimo has made continuance of the original road as a portion of the State Highway system no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the old road, 6.334 miles in length, is hereby removed from the State Highway system, effective this date."

"WHEREAS, construction of 10.598 miles of the Idaho Central Highway (State Route No. 22) on new location beginning at a point in Sec. 34, T. 10 N., R. 34 E., 10.598 miles west of Dubois and ending at a point in Sec. 20, T. 10 N., R. 36 E.,

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near the west city limits of Dubois has made continuance of the original road as a portion of the State Highway system no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the old road, 14.4 miles in length, is hereby removed from the State Highway system, effective this date."

"WHEREAS, it is deemed necessary that there be an alternate State Highway facility within the City of Twin Falls in order to facilitate the movement of through traffic and to relieve local congestion.

THEREFORE BE IT RESOLVED, that there be hereby designated an urban extension of the State highway system within the City of Twin Falls extending along Blue Lakes Boulevard from the intersection of Kimberly Road and Blue Lakes Boulevard to the intersection of Addison Avenue and Blue Lakes Boulevard, said urban extension to be known as the Blue Lakes Spur of the Sawtooth Park Highway, effective this date."

The Board reviewed the 1953 Construction Program, which had been prepared in more detail than the one published. The State Highway Engineer explained to the Board that this was the same construction program they had previously approved, with the exception of four "interim projects" which had been added; namely: Lava Hot Springs-Pebble, 8 miles in length, in Bannock County; New Plymouth-W. & S.E., 5.0 miles in length, in Payette County; Grangeville-Fern, 6.0 miles in length, in Idaho County; and Swan Valley Snake River Bridge N.W., 5.0 miles in length, in Bonneville County, and the addition of a project in Nampa consisting of grading and surfacing with plant mix 2.2 miles of Nampa Streets, which the Board had recently approved for 1953 construction. No other changes had been made to the program with regard to substitution of projects.

The Board approved the four "interim projects", and indicated that such projects were very practical, especially if federal funds could be obtained, as it would bridge over the gap until funds were available for future improvements of the roads involved.

The Board took no action regarding the Forest Highway Program and requested that the State Highway Engineer have his recommendations as to where the appropriations should be spent ready for the February meeting, and that at the February meeting they would also set the definite time for the Forest Highway Program meeting to be held with officials of the Forest Service and Bureau of Public Roads. The date of March 18 at 2:00 P.M. in the caucus room was tentatively set for this meeting. The Board suggested that when a definite date had been established and had been concurred in by the Bureau of Public Roads and Forest Service, a notice of the meeting should be published in the newspapers.

The type of pavement to be used on the Lucky Peak relocation project was then discussed. The State Highway Engineer explained to the Board that any time the government has a project that destroys a road, they, under the law, are required to build a new road at no cost to the State, and in designing the new road they construct or replace the old road in kind. In setting up the Lucky Peak relocation, it was set up on the basis of the type of pavement which was on the old road, which in this case was road mix; however, after consideration was given by the department as to the type of pavement to be used, it was the consensus of the District Engineer and the Materials Engineer that in paving this relocation, it should be plant mix. The estimated cost of the road mix is about \$190,000.00, and the plant mix about \$245,000.00, or a difference of about \$55,000.00; the difference in cost would have to be absorbed by the State. The State Highway Engineer said that he also was of the opinion that plant mix would be better, and believed it would pay off

in the long run. He recommended that when bids were called for this project, provision should be made to call for alternate bids on plant mix surface and road mix surface, and if the cost of plant mix was not too great, it might be wise to select the higher type surface. The Board concurred in the recommendation of calling for alternate bids and authorized the State Highway Engineer to proceed on this basis, and said that the difference in cost of the two types would determine which would be adopted.

The Board then reviewed a letter from Mr. Edward L. Powell of the Rexburg Chamber of Commerce concerning a section of road from Rexburg West to Sage Junction on Highway 91, serving the Terreton and the Mud Lake Area, and requesting that consideration be given to the possibility of taking this 19 mile section of road into the secondary road program of the State. At the request of the State Highway Engineer, the Secondary Roads Engineer had met with Mr. Powell at Rexburg regarding this matter and had discussed with him the operational details of the Federal-aid Secondary Program, as applying to local roads. Mr. Powell told the Secondary Roads Engineer that the Road Committee of their Chamber of Commerce was considering a joint AEC-County improvement program, and indicated that preliminary engineering funds had been raised for the purpose of furnishing a preliminary estimate of the costs of the work to support an application to the Atomic Energy Commission for financial assistance; however, he stated that if these plans failed to materialize, they would seek other ways and means to improve the road. The Board took no action, but stated that if the County wanted the road and could get AEC funds, they would have no objections; however, they indicated that they were not desirous of adding the 19 mile section to the State highway system.

The Chairman of the Board signed a letter addressed to the Board of Examiners, wherein was inclosed a suggested plan of cooperative effort by the College of Engineering and the Highway Department, entailing awarding of Scholarships and entering into contractual agreements with students. In this letter the Board requested that the Board of Examiners express its approval or disapproval of the expenditures of money under this plan.

The State Highway Engineer reported on the Roy-Holbrook road and informed the Board that some additional cattle passes and cattle guards were needed, and that it was estimated that it would cost approximately \$35,000.00 to complete the work. The board took no action on this matter.

The Board then received by appointment Mr. Hamersley. The State Highway Engineer and Mr. Hamersley presented to the Board a report relative to the installation and operation of the Remington Rand equipment in connection with the new budgeting control and accounting system. They recommended to the Board approval of the expenditure of \$820.00 per month, starting November 1, 1952, for the Remington Rand equipment rental. There being no objections or questions, the Board unanimously concurred in this recommendation.

The budget for the year 1953 covering the consolidated statement of anticipated revenues and projected expenditures was reviewed and unanimously approved.

The Board then met with Mr. W. T. Marineau, Chairman of the Moscow Chamber of Commerce Highway Committee. Mr. Marineau's problem concerned the State

highway from the Moscow city limits to the Washington State line toward Pullman. By correspondence and at this meeting, Mr. Marineau urged that this work be done during 1953.

The Board told Mr. Marineau that the reason they had not put it in the 1953 construction program was due to the fact that there was some right-of-way to be obtained by the City of Moscow at the entrance to town, and they thought it was impractical to include it in the program until an agreement could be reached with the City of Moscow. However, they said that since that time the State Highway Engineer had informed them that he had talked with the Mayor of Moscow, and the Mayor had assured him that the necessary right-of-way could be obtained immediately.

Mr. Marineau said that the Mayor had instructed him to tell the Board that the property in question had been purchased.

The Board told Mr. Marineau that they were interested in getting this road built as they realized the need for it, and they were, therefore, asking the State Highway Engineer to expedite this project, and, if possible, get it under construction in 1953.

The State Highway Engineer told the Board that he had received a telephone call from a Mr. Holmes at Twin Falls, relative to a road south of Snake River, from Twin Falls to Ontario, which Owyhee County was desirous of having constructed. He said he made no commitment or any promise relative to such road ever being a State highway; however, he did tell him that the department of highways would be pleased to help them get county secondary funds if they so desired.

The Board authorized the renewal of a bond for James Reid, Engineering Officer.

The matter of the Elk River Maintenance Shed was then discussed. This property had previously been advertised for sale and a high bid of \$650.00 was received. Before accepting or rejecting this offer, the Board requested that an investigation be made to determine what, if any, value the building was to the department.

In a report from the Maintenance Engineer, it was brought out that this building had been inspected with regard to the value of the hoist, gas tank and pump, and it was found that these items were of no value to the department, and that the value of the building at this remote location could not exceed much, if any, over the high bid of \$650.00, considering the state of repair it is in, and it was doubtful if this amount could be salvaged in tearing down the building for the material. The State Highway Engineer recommended that the department dispose of this building due to the fact that the possibility of conditions changing at Elk River in the near future could be to such extent that this building would be of no value to anyone. The Board unanimously concurred in this recommendation and authorized the State Highway Engineer to accept the high bid of \$650.00.

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The Board turned down the request from Minidoka County for a Cooperative Agreement in the amount of \$84.50, covering eradication of noxious weeds for the year 1952, as this work was done without an agreement and without authorization from the department of highways.

The Board then reviewed a letter received from Mr. Wilfred H. Quinn, District Range Manager of the U. S. Bureau of Land Management, wherein it was requested that the Board give consideration to cooperation of the department of highways in the construction of a fence on the section of U.S. Highway No. 30 between Oasis to Regina.

After giving the matter careful consideration, the Board felt that due to the fact that the State gives the livestock people permission to use a percentage of certain fees for range improvements, and in view of the situation and the great need for roads, they were of the opinion that it was their responsibility to spend the money on roads instead of fences. They instructed that Mr. Quinn be so advised.

The Board then received by appointment a delegation from Bingham County. The following persons were present:

R. C. Rich	Peter Isaak, County Commissioner,
W. Fisher Ellsworth	Aberdeen
Leonard K. Floan	C. J. Wright, County Commissioner,
Earle V. Miller	Blackfoot
N. F. McCoy	Arnfred Christensen, County
Senator Leo D. Murdock, Blackfoot	Commissioner, Shelley
Blanche Carter, Pingree	
G. Ronald Carter, Pingree	

The proposed new highway construction on S.R. 39, between Riverside and Springfield, was discussed.

Senator Murdock told the Board that the route as now proposed was receiving some opposition from the farmers in Bingham County due to the fact that it would go so near to the schools, their potato cellars and etc.; therefore, they wished to present to the Board a new location for their consideration and investigation. The route they proposed was at the section line north of Rockford, thence west to connect with the road north of Springfield. He told the Board this route was through a newly developed and settled area and that they believed it would not be as expensive to build, that the right-of-way would be easier to obtain and less costly. He said it would also benefit Bingham County as the County was not able to give them all the roads they needed, and their proposed route would serve this newly settled area as well as the others in the County.

The Board told the delegation that they appreciated their wanting to save the County some money, but they were somewhat in the same position. They also had to think about their money, and that the thing the Board was trying to do was serve the people in Idaho and also those passing through. The situation seemed to necessitate that they try to serve the two factors. The Board mentioned several other situations where new sections had been developed, and because the county value was not too high, the County Commissioners had asked for assistance; however, because of the situation that obtained on the primary highways, the Board had had to take the position that they did not sense it to be

the responsibility of the Board or highway department, but rather that it was a county responsibility. They informed the delegation that the location of State Highway 39 was still being studied, that nothing firm had been decided upon, and that they would give their request consideration. If the facts would show that their proposed route would serve more people, without increasing the distance, it might have merit.

Senator Murdock stated that they did not expect to get an answer immediately, but would like to have the Board give their proposal consideration.

Senator Murdock and Mr. and Mrs. Carter left, and Representatives Frank L. Westfall and Barell Lott then met with the Board and the Bingham County Commissioners to discuss the same road. Representatives Westfall and Lott were desirous of knowing the status of this road and indicated that they favored the location as now proposed by the department. They asked if there had been a complete abandonment of trying to leave the road in the present location.

The Board informed them that no abandonment had definitely been decided upon; however, there were several factors to be considered. The old highway has some bad turns, and, therefore, a relocation was being considered to see if better alignment could be obtained.

It was the belief of the Representatives that the route as proposed by the previous delegation would be more costly due to the fact that there were several miles of rock terrain, and indicated that if the road could be left in its present location, it would serve the greatest number of people and have the greatest flow of traffic.

The Board told them that they would give them the same information they gave the previous delegation --- that nothing firm had been decided upon and that they were trying to locate the road where they thought it would be best for all concerned.

The Chairman of the Board briefly outlined the procedure in the department. He said the Board acts as a Board of Directors. They formulate general policies, allot the funds and designate the highways. The State Highway Engineer serves as an Administrative Officer. If in examining a road a low sufficiency rating is found, the State Highway Engineer recommends to the Board the improvements needed. If the Board accepts this recommendation, then the location department starts in to apply the factors to bring it up to a modern standard. If there is poor sight distance, bad safety factors, and etc., a study is made to determine if better alignment can be obtained.

One of the County Commissioners expressed the thought that if the road could be fixed in the location it is now, he believed it would be a good program, but if a relocation was necessary he would like to see the department consider the cost on both routes.

The Board assured the delegation that before a firm location was decided upon, an investigation would be made of all feasible routes and they would be studied carefully as to cost.

THEREUPON, the Board adjourned until 8:30 A.M. on Saturday, January 24, 1953.

January 22, 1953

SATURDAY - January 24, 1953

Pursuant to adjournment, the Board reconvened at 8:30 A.M. on Saturday, January 24, 1953, with the Directors from Districts Nos. 1 and 2, the State Highway Engineer, and Planning Officer-Acting Secretary of the Board present.

The matter of the Boise Shop Building was discussed. The Board objected to the \$350,000.00 cost of the building, and questioned if Boise needed a better shop than the Districts. They were not too favorable to the idea of free storage and low costs (excluding overhead) for other departments of the State. They discussed also the practice of bringing salvage items into Boise, and one of the Board members mentioned that the price of scrap was the same at Twin Falls and Idaho Falls as it was at Boise. The Maintenance Engineer told the Board that it had been their experience that the market was better at Boise, and generally better prices could be obtained.

The Board instructed the Maintenance Engineer to prepare a summary of the building areas in all Districts and give them a report at the February meeting.

The Arimo-Downey road was discussed. The Board gave consideration to the proposition and specifications with regard to the Arimo-Downey road. The Board was informed that this road was originally planned for P.C. concrete surface. In the discussion which followed, it developed that the estimated cost of the concrete road would be about \$865,000.00. As an alternate proposal, consideration was given to cement treated base, with an estimated cost for this type of road being about \$362,000.00. Consideration was also given to a bituminous plant mix road, even though this road was planned for a concrete type road. The estimated cost of the bituminous plant mix surface was \$258,000.00.

The State Highway Engineer said that for this particular designed road, he would recommend the cement treated base.

The Board unanimously approved this recommendation and authorized the department to proceed along this line, having in mind that the future may justify using this type of road in certain areas where due to moisture, drainage conditions and etc. the cost might be justified and might prove to be the most economical.

It was the decision of the Board that each member would submit their expenses at each meeting for the previous month.

The Board instructed the State Highway Engineer to issue a bulletin to the effect that as a matter of policy, the Board definitely feels that it should be the policy of the highway employees, particularly survey crews, to in all cases seek the permission of land owners, tenants, or those persons having possession of the property before going onto the property.

January 24, 1953

THEREUPON, the Board adjourned until their next regular meeting on Wednesday, February 11, 1953.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
11 February 1953

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

February 11 - 13, 1953

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 2:00 P.M. on Wednesday, February 11, 1953.

Present were David P. Jones, newly appointed Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

The Board read a copy of a "Report to Our Stockholders, Kingscliffe Corporation, Bogus Basin Ski Lifts," in which Fentress Kuhn, President of the Kingscliffe Corporation, reported a deficit and mentioned difficulty in obtaining adequate road policies from public officials. No action by the Board appeared to be necessary.

The Board reviewed a Resolution from the Mayor and members of the City Council of the City of Idaho Falls requesting a restudy and reappraisal of the channelization north from the railroad underpass on U.S. 191. The Board instructed the State Highway Engineer to make such a study and instructed the Secretary so to inform the Mayor and City Council of Idaho Falls.

Mr. Floan asked regarding the status of the roads in the vicinity of the Idaho Falls airport. The State Highway Engineer and Chairman of the Board explained the situation to answer Mr. Floan's inquiry and for the information of Mr. Jones.

The Board read a letter dated January 30 from the International Road Federation requesting information about maintenance. This letter was referred to the Maintenance Engineer.

February 11-13, 1953

Consideration was given to the bids received January 27, February 3 and 10. The following action was taken:

The first bids considered were for the District No. 3 Headquarters Building, consisting of constructing the District No. 3 Headquarters Building for the State of Idaho, Department of Highways to be built near Strawberry Glen, Ada County. Bids for this project were opened on January 27, 1953. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Kloeffer & Gramkow of Boise, the low bidder, on January 30, 1953, in the amount of \$128,752.00; the Engineer's Estimate being \$156,962.00.

The Chairman of the Board again criticized the failure to specify working days in the contract for the District No. 3 Headquarters Building, but the State Highway Engineer explained this was the usual practice of architects in preparing building contracts.

There being no further questions or objections, the Board unanimously concurred in the action of the State Highway Engineer on the above project.

The next bids to be considered were for Project AF-1381(4), consisting of constructing the roadway on 8.189 miles of the Lost River Highway from Reverse to the Peoples Canal in Bingham County. Bids were received for this work on February 3, 1953. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Brennan Construction Company of Pocatello, Idaho, the low bidder, on February 6, 1953, in the amount of \$270,690.00; the Engineer's Estimate being \$272,215.00.

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above project.

Bids were then considered for Projects S-2765(1)-S-2773(1), consisting of constructing the roadway and a bituminous surface treatment on 6.474 miles of the Bob Barton Road and on 4.062 miles of the Orchard Valley Road in Gooding County. This is a County-Federal-aid Secondary job for which bids were received on February 3, 1953. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Holmes Construction Company of Heyburn, Idaho, the low bidder, on February 6, 1953, in the amount of \$163,160.30; the Engineer's Estimate being \$157,671.45.

There being no questions or objections, the Board unanimously concurred in the action of the State Highway Engineer on the above project.

The next bids to be considered were for Project ST-2361(505), consisting of constructing a concrete box culvert on Highway US-30, approximately three miles west of Buhl, in Twin Falls County. Bids were opened on February 3, 1953. The State Highway Engineer recommended that all bids be rejected; the low bidder being more than ten per cent above the Engineer's Estimate, which was \$4,535.00. The Board unanimously concurred in the recommendation of the State Highway Engineer, and all bids for this project were rejected.

February 11-13, 1953

The last bids to be considered were for Project S-1736(2), consisting of constructing a roadmix bituminous surface on 4.587 miles of the Cub River Road from U.S. 91 easterly in Franklin County. This is a County-Federal-aid Secondary job for which bids were received on February 10, 1953. The State Highway Engineer recommended that the contract be awarded to Marion J. Hess of Malad City, Idaho, the low bidder, on his low bid of \$34,330.80; the Engineer's Estimate being \$39,353.95. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to Marion J. Hess.

Mr. Floan suggested the desirability of an orderly schedule of bid openings for the calendar year of 1953. The State Highway Engineer agreed and stated that he was working on it now.

The State Highway Engineer read House Bill No. 50, which is intended to permit negotiations of contracts less than \$10,000 in value.

The programmed item for Project S-2751(1), Jerome North to Newman's Corner was discussed. The Board wants to have a look at this road before work is advertised.

The Board then read a letter from Mr. Wilfred H. Quinn, District Range Manager, dated February 9, wherein Mr. Quinn was inquiring as to what action had been taken by the Highway Board with regard to the matter of fencing the right-of-way between Oasis and Regina on U.S. 30. It was the unanimous decision of the Board that the department would not enter into fencing projects. They instructed the State Highway Engineer to inform the Bureau of Land Management to that effect.

The Chairman of the Board reported that Mr. Ellsworth had talked over with the judge "the shot gun case", involving State highway survey personnel, working on a survey project north of Roberts. Mr. Ellsworth reported that the judge seemed to resent his activity in the matter. Accordingly, Chairman Rich suggested that the Board members refrain from further interference in the matter. It was deemed preferable to let Sam Johnson continue handling further procedure in accordance with his own judgment.

In connection with this project, Johnson reported that representations made by local people as to the desirability of the location adjacent and West of the tracks were not altogether accurate. He believes there is more swampy land adjacent to the tracks than in the location to the West that he had already surveyed. The Board wants the State Highway Engineer to review this location.

The State Highway Engineer reported that a new AASHO Committee had been organized to study highway truck logging legislation. Messrs. Baldock of Oregon, Bugge of Washington and Miller of Idaho have been appointed to this Committee. The first meeting will be held at Salem, Oregon on March 9.

February 11-13, 1953

The Board approved the Traffic Engineer's recommendations for a Policy Controlling Destination and Distance Signs.

The Board discussed the desirability of developing a policy regarding purchase of rights-of-way on State highways, particularly in Cities. It was the consensus that local authorities could usually make better deals, particularly if local funds participated in rights-of-way cost. It was suggested that different rules should apply to Cities over 2500 population and those under 2500 population; the feeling being that Cities over 2500 population should contribute to right-of-way costs. The State Highway Engineer stated that he would explore the situation. The Board plans to discuss at future meetings the possible need of a general policy.

The Board asked if any progress had been made in obtaining help for the Right-of-Way Engineer. The Assistant Attorney General reported that some local attorneys were being used to handle condemnations, and that in Pocatello a local man had been used for appraising property and negotiating right-of-way. Apparently, no permanent help has been obtained. The State Highway Engineer is trying to get some local help on a per diem basis to assist in negotiations on right-of-way matters.

The Board called in the Assistant Attorney General to discuss the damage claim by Mrs. Nora R. Towle. The Assistant Attorney General had recommended that Mrs. Towle be offered \$600 as a compromise amount. He believed that that amount could be justified by the failure of the ditch built by the highway department. The Board indicated (informally) its willingness to go higher, even up to \$2,000, if necessary, to avoid a law suit.

THEREUPON, the Board adjourned until 8:30 A.M. on Thursday, February 12, 1953.

THURSDAY - February 12, 1953

The Board reconvened at 8:30 A.M. on Thursday, February 12, 1953, with all members of the Board, the State Highway Engineer and Acting Secretary of the Board present.

The Board in closed session discussed demotion or retirement of certain over-age personnel who are unable to perform their duties satisfactorily. The State Highway Engineer said this situation was being explored and that he thought the people to whom the above situation applied had already been approached on the matter of accepting lower paid and less responsible positions. He thought that negotiations to that effect were progressing satisfactorily, and that no arbitrary action would be necessary.

The State Highway Engineer mentioned the desirability of making the merit increases, which would have been due on January 1, effective as soon as possible; otherwise, he warned that a bad morale situation might be created.

February 12, 1953

The State Highway Engineer said that ten more passenger automobiles were needed. He did not propose retiring ten other cars already in service, except that automobiles no longer serviceable would be junked. The Board favored the use of cars in the Ford, Chevrolet and Plymouth class for all personnel, including District Engineers, when making new purchases.

*Feb. 5, 1901
Miles Brown*

The matter of extending the Roy-Holbrook improvement north to the Power County line (about four miles south of Roy), at a cost of about \$35,000 was discussed. The Board expressed their willingness to allocate this money, but would like to make a deal with the County to take State Route No. 37 off of the State system. Chairman Rich suggested investigating using the \$35,000 as matching money for federal-aid, with the idea of making the ultimate improvement better and correspondingly more attractive to the County as a trading point.

The question of legislation to provide for more pit scales was discussed. The State Highway Engineer reported that twenty pit scales out of the planned thirty are in place and that five out of seven planned Port of Entry Stations have been built. It was agreed that no additional legislation was necessary. It was also agreed that it would be desirable for State forces to maintain the buildings and the short road connections serving the pit scales and Port of Entry Stations.

The Board was quite disturbed at the high estimated cost of the new Boise Shop building. It is now estimated at \$355,000, but Mr. McCrea and the Architect expect a low bid of approximately \$325,000. The Board was reluctant to go above \$250,000. The Board finally decided to postpone the Boise Shop building until the winter of 1953 or spring of 1954. The Board emphasized the importance of getting sufficient land for all the highway department buildings, even if it were necessary to move away from the center of town to get it.

The request by letter dated February 6 from Bannock County that the State repair the old road on the Arimo-Downey highway was considered. Chairman Rich thought it was the department's privilege, after having built a new road, to "walk off and leave" the old one. Mr. Jones was inclined to question this, particularly if the old road would be used again as a detour during paving construction. The State Highway Engineer agreed to ask the Maintenance Engineer to investigate and report as to what, if any, obligation the department of highways may have to repair this old road.

Mr. Roy Nicewonger of Twin Falls wrote regarding the cost of surveys for the Rogerson project and elsewhere. The letter was critical of State action in the matter. The State Highway Engineer did not think any reply was necessary.

The State Highway Engineer read a letter dated February 3, from people in the Dalton Highway District near Hayden Lake, to Senator John W. Rasor, Representative Grant Potter, Representative Sadie Johnson, and State Highway Engineer Miller, stating their opposition to the proposal to eliminate or consolidate highway districts. They claimed their experience in trying to operate through the Idaho highway department had been unfortunate. Apparently, their difficulty occurred through refusal of the Bureau of Public Roads to approve a federal-aid secondary proposal in which this group was interested. The letter was referred to the Secondary Roads Engineer.

February 12, 1953

THEREUPON, the Board adjourned until 8:30 A.M. on Friday, February 13, 1953.

FRIDAY - February 13, 1953

The Board reconvened at 8:30 A.M. on Friday, February 13, 1953, with all members of the Board, the State Highway Engineer, and the Planning Officer-Acting Secretary of the Board present.

The Forest Highway Program was discussed and the projects to be proposed by the highway department were selected, as follows:

<u>Name of Project</u>	<u>Project No.</u>	<u>Length- Miles</u>	<u>Type of Construction</u>	<u>Estimated Cost</u>
Priest River Rd. North Pacific Hwy., U.S. 10 4th of July Canyon Section	6-A1,B1	8.6	Bit. Mix	\$ 172,000
Elk City Hwy. North Fork Payette	7-A5,B4,C5,D5	12.2	Reconst. & Widen	643,228
North Fork Payette	18-G1	0.2	Bridge	50,000
Yellowstone Park Hwy.	23-B1	0.2	Banks Bridge	180,000
Ketchum-Clayton	23-A11	2.0	Reconst. & Widen	500,000
	34-A16	8.5	Grade	500,000
	26-R3	0.1	Bridge	150,000
				<hr/>
				\$2,195,228

The date selected for the Program meeting was Friday, March 20, at 9:30 A.M. in the House Chambers at the State Capitol Building. The State Highway Engineer was instructed to inform the Bureau of Public Roads and the Regional Foresters at Ogden and Missoula of the date and time set for the meeting. During the course of the discussion, the Board emphasized their wish to allocate all Forest Highway Funds, insofar as possible, to the main state highways.

The Traffic Engineer was called in to discuss the proposed bill incorporating the provisions of Act V, "Uniform Act Regulating Traffic on Highways". Act V seemed generally satisfactory, but Mr. Floan was opposed to the provision setting up a 55 mile night and 60 mile day (prima facie) speed limit.

The Assistant Attorney General read a draft of a proposed law permitting the highway department to take a fee simple title to right-of-way instead of easement only.

The Board elected R. C. Rich for another term as Chairman of the Board and elected Leonard K. Floan as Vice-Chairman. The Board also sent a letter of appreciation to Mr. W. Fisher Ellsworth for his services on the Board.

February 13, 1953

The Board then received Senator O. J. Buxton and Representative W. J. Sewell of Teton County who requested information regarding plans for the Victor-Irwin highway. Chairman Rich reported that no improvement was programmed for 1953, but agreed to see what could be done about it.

Senator Buxton asked about the minimum standards permissible on federal-aid secondary county roads, and whether County equipment could be used. The State Highway Engineer explained the standards and suggested the desirability of the County grading the roads with its own forces, without federal-aid participation, and later obtaining federal participation in a contract for the surfacing. He advised them to present a specific case for consideration. The County was evidently considering a road starting at Driggs, thence West four and one-half miles, thence south, thence east to Victor.

The State Highway Engineer submitted to the Board a supplemental budget for certain construction, miscellaneous purchases and maintenance items, which were omitted from the 1953 highway budget previously approved. The State Highway Engineer recommended and the Board approved these additions unanimously.

*F.O.P. 4113
Not Built*
Mr. Floan urged the desirability of starting a second survey party on the Salmon River road. There is now a party at Riggins and Mr. Floan suggested a second party start from Whitebird and work South.

Arrangements were made to obtain for District Engineer Clifford R. Salmen of the Bureau of Public Roads copies of the Governor's Certificate appointing Mr. David P. Jones as a member of the Idaho Board of Highway Directors.

The Board then met with Mr. Emery Davis, Chairman of the Board of Fremont County Commissioners, and Commissioners Reimann and Neilson. These gentlemen requested that the proposed road from Sage Junction directly East to Rexburg be shifted to go via the Egin store to connect with U.S. 191 near St. Anthony. They stated that less swampy ground and lava rock would be encountered. They also stated that Mr. Johnston of the Atomic Energy Commission had approved this northeasterly route. The Board agreed to investigate their request.

The State Highway Engineer read a circular letter from the AASHO to State Highway Officials listing highway bills pending in Congress. He mentioned one bill of particular interest; the Dempsey bill, authorizing an additional two hundred and fifty million dollars for the Interstate System.

In reply to Mr. Rich's inquiry regarding the scholarship plan submitted to the Board of Examiners, the State Highway Engineer advised that no reply had been received.

Mr. Max Cohn, Chairman of the Lava Hot Springs Foundation, then met with the Board. He requested that the old highway connecting with a point on U.S. 191 North of Arimo to a point on U.S. 30 N. West of Lava Hot Springs, now a county road, be improved. He said it was a cutoff, heavily used by the school busses and public traffic. This is apparently FAS Route 1756. The State Highway Engineer made no promise but indicated that it was in the mill. It involves a possible railroad underpass. Mr. Cohn also requested the Board to review the right-of-way situation at Lava Hot Springs Foundation, as he said he could use some of

the highway right-of-way. Mr. Cohn promised to write the department regarding this matter.

After Mr. Cohn's departure, the State Highway Engineer said it was satisfactory to give the Foundation the ground Mr. Cohn mentioned, providing a clause in the existing right-of-way agreement, making the highway department responsible for falling rock, be deleted.

Mr. Hamersley and Mr. Whaley explained the progress under the new accounting scheme. Mr. Hamersley said it was working 100%, except some details and reports for January were late due to extensive amount of illness.

The Boise Shop building was discussed again. The Maintenance Engineer had some further data, and stated that the Architect's estimate was now \$335,000, which could be reduced to \$291,500 if the crane and the radiant heat, etc. were omitted. The Board still expressed their desire not to exceed \$250,000, and the final decision that the actual work be postponed until 1954 was reaffirmed. The Board will look into the job again next October or November.

The Minutes of the regular meeting held January 20-24, 1953 were read and approved without change.

The Board then received Senator E. W. Cook, Representative L. G. Ward, and Mr. Thiel of Bear Lake County. They asked about the status of the Paris-St. Charles section of U.S. 89. They were advised that it was planned to complete the engineering in 1953 and build it in 1954 or 1955. The delegation also asked about the U.S. 30 N. section connecting the Wyoming State line at Border and were told that probably some stop-gap construction would be used. Mr. Rich mentioned briefly the desirability of improving the Georgetown-Montpelier section.

The Board then received a group from Oneida County, with Jenkin L. Palmer, Chairman of the Board of County Commissioners, acting as spokesman. Those present were as follows:

R. C. Rich
David P. Jones
Leonard K. Floan
Earle V. Miller
N. F. McCoy

Myron P. Sorensen
Royal O. Swenson
Clyde Jenson
Miler Larsen
Elmer Ward
Vernon Jenson

Geo. H. Perry
Jenkin Palmer
John V. Evans
Waldo J. Blaisdell
Matthew F. Bird
G. Max King

This delegation first asked about the section of State Route No. 38 from Pauline south to Buist Junction, east of Holbrook. They stated that the twelve mile section in Oneida County was frequently impassable and that there had been no "maintenance for twenty years". They asked that the entire route be graded and graveled before oiling was done. The Chairman of the Board asked if this should not be a County road instead of a State highway? Two of the County Commissioners were present and said that they would "reluctantly" accept it as a County road if the State improved it. They were inclined to think that Bannock County and Power County would go along with this program, although there have been no formal discussions. The Board asked the State Highway Engineer to ascertain what could be done by maintenance to better travel conditions this year. There are about 35

vehicles per day average annually, with perhaps 100 during grain hauling season. The County Commissioners also mentioned their desire to include the road from Holbrook via Stone to Snowville, Utah on the federal-aid secondary system. Apparently some study had been made by the highway department but no action resulted from it.

The State Highway Engineer suggested that Mr. Palmer, Chairman, write the department and request this route to be added to the federal-aid secondary system. Mr. Palmer also mentioned the County's interest in getting the Pocatello Valley road from Pleasanton southwest to the Utah line in shape. The Oneida group criticized the use of so many cattle guards on the Roy-Holbrook road. They were of the opinion that four guards out of the six planned could be eliminated by swapping about ten acres of land on each side of the road. The Board requested the State Highway Engineer to check this situation with District Engineer Kelly.

A delegation of eight from Minidoka County then met with the Board. The following persons were present:

R. C. Rich
David P. Jones
Leonard K. Floan
Earle V. Miller
N. F. McCoy
J. H. May, Paul
Larry H. Robinson, Rupert

Cal Braegger, Rupert
O. L. Kime, Rupert, Bureau
of Reclamation
Herman Henscheid, Rupert
Charles J. Hay, Rupert
S. M. Chrisman, Rupert
L. H. Duffin, Rupert

This delegation presented their request to improve the County road from Rupert due north to a connection on State Route 24, southeast of Kimama. They also asked for two short stubs extending north from points on State Route 24, between Kimama and Minidoka. While they had no traffic county, they claimed that there was much heavy agricultural hauling due to the development of the newly irrigated pumping area. The people in this area have no funds to develop the roads and accordingly requested State assistance. The road in question is in a Highway District that is poorly financed but one of the delegates stated that for "political reasons", it was impossible to abolish the Highway District. It was suggested, however, that the delegation work through this highway district and the county commissioners and present an application for adding the roads in question to the federal-aid secondary system. The Board requested Mr. Miller to check the conditions of maintenance of the Kimama-Minidoka section, which was stated by one of the delegates to be very rough. One of the delegates asked what a federal-aid secondary road cost. He was quoted a figure, on projects within the same range, of ten to sixteen thousand dollars per mile. One of the group quoted Mr. Tom Bell as claiming that his district roads cost less than the 40% contribution to federal-aid secondary roads.

Mr. Floan asked about the status of the Lewiston East federal-aid job. He was told that the 4-lane construction was now planned to end a short distance east of the city, and from thence easterly a 2-lane highway on interstate standards would be built. It was considered that this would satisfy traffic needs for 15 to 20 years. Mr. Floan reported that arrangements had been made to buy some additional property for Mr. Walls' drive-in, so that it could continue to

February 13, 1953

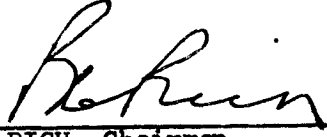
operate, though with some rather costly rearrangement. Mr. Miller indicated that a contract could be expected about October 1.

The Board considered the report and recommendations submitted on Project F-2361(1) in Twin Falls County, and found that certain land hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Old Oregon Trail Highway from Twin Falls-West, being 1.5 miles in length, is necessary for such use, and further, that it is determined the highway department and the owner of said land have been unable to agree on the purchase price, as a result of which, said land should be condemned, the owner being as follows:

Parcel No. 11, Lawrence Boyd, who owns the $W\frac{1}{2}SW\frac{1}{4}$ of Section 8, Township 10 South, Range 17 East, Boise Meridian.

Therefore, it was ordered that the Legal Department should file condemnation suit in the proper Court against the owner of said property, to determine the value thereof.

THEREUPON, the Board adjourned until their next regular meeting on Wednesday, March 18, 1953.


R. C. RICH, Chairman
Idaho Board of Highway Directors

Done at Boise, Idaho
18 March 1953

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

March 17 - 20, 1953

Due to lack of a quorum, (Mr. Jones ill - Mr. Floan absent), the regular meeting of the Board of Highway Directors did not convene on Tuesday, March 17, as scheduled.

On Wednesday, March 18, items on the agenda were discussed. Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer and Acting Secretary of the Board.

Minutes of the regular meeting held February 11-13, 1953 were read and approved by the Board.

Consideration was then given to the bids received on February 17 and 24, 1953, and the following action was taken:

The first bids considered were for Project No. S-2705(1), consisting of constructing the roadway and a roadmix bituminous surface and two concrete bridges on 10.127 miles of the Buhl-Castleford Highway from Buhl to Castleford in Twin Falls County. This project is State-Federal participation. The State Highway Engineer had exercised the authority given him by the Board and had

March 17-20, 1953

20

awarded the contract to Hoops Construction Company of Twin Falls, Idaho, the low bidder, on February 18, 1953, in the amount of \$400,075.20; the Engineer's Estimate being \$385,077.65. Bids were received for this project on February 17, 1953.

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above project.

The next bids to be considered were for Project No. S-3705(1), consisting of constructing the roadway and a crushed gravel base on 11.691 miles of the Murphy-Bruneau Road, between Grandview and Bruneau in Owyhee County. This project is County-Federal participation. The State Highway Engineer, acting on the authority given him by the Board, had awarded the contract to Karl Woodall of Boise, Idaho, the low bidder, on March 16, 1953, in the amount of \$100,563.50; the Engineer's Estimate being \$125,262.00.

Bids were then considered for Stockpile Project No. 85, consisting of furnishing crushed rock and crushed gravel in stockpiles at various locations in District No. 6 in Madison, Fremont and Teton Counties. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Nelson and Deppe of Boise, Idaho, the low bidder, on February 27, 1953, in the amount of \$70,450.00; the Engineer's Estimate being \$63,500.00.

The last bids to be considered were for Stockpile Project No. 82, consisting of furnishing crushed gravel and cover coat material in stockpiles at various locations in District No. 1, in Power, Bingham and Bannock Counties. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Western Construction Company of Pocatello, Idaho, the low bidder, on February 26, 1953, in the amount of \$107,200.00; the Engineer's Estimate being \$112,625.00.

Bids for the above three projects were received on February 24, 1953.

There being no questions or objections, the Board concurred in the action of the State Highway Engineer in awarding the above contracts.

The Rexburg-Sage Junction road was discussed. Apparently, this road was encouraged by Mr. Johnston, Manager of the Idaho Operations Office, Atomic Energy Commission, as being of some importance to National Defense. On receipt of information that an adequate, fast, safe home-to-work road directly east from Sage Junction to Rexburg would cost \$1,350,000, Mr. Johnston refused to indorse it. The Department of Highways has little interest in it.

In the discussion of the Roberts-Hamer section of U.S. 91, Mr. Rich indicated that he wanted to look this section over with Mr. Miller and Mr. Jones, and perhaps arrange a meeting with local people for further conference. Indications are that the line along the railroad track is the least desirable on account of swamps and that Sam Johnson's line is in fact the best one.

There was a brief resume' of McCoy's report on Access Roads to National Reactor Testing Station, and statement of A.E.C. and B.P.R.'s action. McCoy was instructed to send a summary letter covering action to date to the Governor.

March 17-20, 1953

The matter of Television Applications at Deer Point was discussed. The receiving aerial for the highway department is at Deer Point, at a site near the end of the Bogus Basin Road. The Boise Television Stations, KGEM-KDSH-KFXD, want to locate their broadcasting antennae near our aerial. Unless a minimum 600' space is maintained between them, and other measures taken to regulate the noise intensities, interference with our set may be sufficient to render communications to the Northern part of the State inoperable without relay installations. The operators of KGEM, KFXD and KDSH had presented their request for permission to build their broadcasting antennae at Deer Point and were scheduled to appear before the Board, Thursday, March 19.

A new design and new estimate of cost for proposed new maintenance shop at Strawberry Glen was presented. Total estimated cost was \$286,000; with a first contract of \$250,000. The State Highway Engineer suggested October, 1953, as a good time to award a contract, but no final action was taken.

A letter from Mr. Snook, Chairman of Lemhi Board of County Commissioners, was presented. Mr. Snook wanted the old highway formally abandoned. Abandonment resolution had been prepared and was signed by Mr. Rich and Mr. Jones. Instructions were given to send it to Mr. Floan for signature. (Mr. Floan signed the resolution and it was attested by the Acting Secretary on April 2, 1953). The Official Minutes pertaining to this matter were as follows:

"WHEREAS, construction of 21.136 miles of the Lemhi Highway (State Route No. 28) on new location beginning at a point in Sec. 32, T. 19 N., R. 24 E., 2.3 miles south of Tendoy and ending at a point in Sec. 9, T. 21 N., R. 22 E., 0.3 mile southeast of the city limits of Salmon has made continuance of the original road as a portion of the State highway system no longer essential.

THEREFORE BE IT RESOLVED, that this portion of the old road, 22.674 miles in length, is hereby removed from the State highway system, effective this date."

A letter dated March 9 from Mr. James O. Beck relating to fencing public land along Regina to Cleft on U.S. 30, and Mr. Miller's reply to Mr. Beck was read. Mr. Beck telephoned later and discussed the item with Mr. Rich. The Board does not want to recede from its decision not to use State funds for fencing large areas of publicly owned range lands. However, Mr. Rich did tell Mr. Beck he would have the Traffic Engineer for the Department investigate to see what could be done with signs, such as "Watch for Cattle". At present Mr. Beck said at least 15 to 30 head of stock are being killed each year - even with the road not opened. Also, repairs to an automobile after collision with a cow will cost \$300 to \$500.

A letter from Mr. Robert M. Henderlider, State Representative of Lemhi County, concerning sharp curves on S.R. 28 was read. Several curves between Gilmore and Leadore need to be eased. It was agreed to have the Engineering Officer and Locating Engineer arrange with District Engineer Christensen to have the improvements done with State Forces. They are not very costly.

A letter from Albert L. Elkins, President of the Priest Lake Chamber of Commerce, Nordman, Idaho, regarding the Nordman-Granite Creek road was read. Mr. Rich was opposed to adding it to the State system and wanted this item discussed with Mr. Floan before Board decision.

March 17-20, 1953

The State Highway Engineer recommended that the request of the Maintenance Division to transfer \$500 from Account No. X-4274-60 of the budget to Account No. S-0530-60 to provide for office equipment be granted. The Board approved this recommendation.

The matter of financing local funds for participating in Federal-aid projects on a credit basis was discussed. A letter from Bonner County relative to the County's financing of their pro rata share of Project No. S-5784(1), the Selle Road, was read. In their letter, the County Commissioners requested that consideration be given to the matter of financing Bonner County in the construction of the above project on a credit basis. It was the decision of the Board that they would not deviate from their established policy of cash in advance for all projects involving local contributions, and directed that Bonner County be informed to that effect.

A letter from a citizen in Island Park, favoring retaining the present route of the Yellowstone Park Highway, U.S. 191, via Henry's Flat and Targhee Pass, was read. Mr. Miller said he was not sold on Rea's Pass - the one used by the railroad. Mr. Rich also was not convinced; wants to look it over. The possibilities of betterment by improvement along the present road has apparently not been thoroughly explored. This is a Forest Highway - Bureau of Public Roads is doing the investigating and location studies.

The expense claims for the month of January were approved; Mr. Rich's in the amount of \$63.38 and Mr. Floant's in the amount of \$37.66. Expense claims for the month of February were also approved. Mr. Rich's in the amount of \$137.26 and Mr. Jones' in the amount of \$77.37.

A letter received from the Genesee ^{Renew} Highway District was read. Due to relocation, the old section of Highway 95 has been designated as a Federal-aid secondary road, and the Highway District was asking what kind of a project was contemplated on this old section of road. They indicated that since the future maintenance of this road would be at their expense, they believed the road should be passed on to them in a good state of repair.

The Board took no action, but requested that an investigation be made of the condition of this road, and said that on their first trip north, they would look the situation over.

THEREUPON, the Board adjourned until 8:30 A.M. on Thursday, March 19, 1953.

THURSDAY - March 19, 1953

The Board reconvened at 8:30 A.M. on Thursday, March 19, 1953, with Messrs. Rich, Jones, Miller and McCoy present.

All of the appointments were scheduled for this day; however, preceding the first appointment, the Board reviewed the personnel situation with respect to retirements and merit raises being considered for submission to the Board of Examiners.

The Assistant Attorney General reported that he had offered Mrs. Towle \$600 in settlement of her claims for damages on account of irrigation ditches allegedly mishandled by State and State contractor. She had not accepted, and still thought \$2,400 was a reasonable offer.

March 19, 1953

Representatives of three radio stations, KGEM - KDSH - KFXD, appeared to present their needs in regard to getting approval of erecting antennae for TV transmission at Deer Point, near the State's receiving station.

Messrs. Johns, Engineer for KDSH; Young, Attorney; Peterson, Manager of KGEM; and Whillock, KDSH, appeared to arrange an agreement with the Highway Department for erection of TV broadcasting towers and antennae on Deer Point near Bogus Basin, where the highway department's receiving aerial is located.

Mr. Sutton, Radio Engineer for the Highway Department, wants 600' minimum distance and noise protection down to a level of 0.1 microvolt. Mr. Wrathel, Engineer for KGEM, considers this demand unreasonable. Mr. Peterson, Manager of KGEM, proposed staggering hours, but this appeared impracticable. Problem is a difficult one as Radio Companies want to start construction now, and any other site will be costly on account of inaccessability. No definite agreement was reached beyond agreeing to have engineering representatives of all three radio companies confer with Mr. Sutton - perhaps set up some testing equipment to get data regarding noise level. In the meantime, Mr. Rich suggested to hold the matter in status quo to establish facts and establish clearly that highway department's property will be protected, and (if possible) radio companies plans for TV will not be delayed or blocked.

The Board then received by appointment a delegation, headed by Senator Bahr, and including twelve other citizens and officials from Camas, Blaine and Elmore Counties. Those present were as follows:

R. C. Rich
David P. Jones
E. V. Miller
N. F. McCoy
John H. Bahr, Camas County
H. Max Hanson, Camas County
S. E. Prostinson, Camas County
Levard Hansen, Camas County
Earl Wilson, Camas County
Kenneth Eldridge, Blaine County
Pete Cenarrusa, Blaine County
Wayne Clark, Blaine County
T. W. Walker, Blaine County
L. F. Heagle, Blaine County
Helen J. Miller, Elmore County
J. H. Henley, Elmore County
J. Wilson Steen, Elmore County

This delegation appeared to advocate the improvement of State Highway No. 22, (F.A. Primary Route 30), Mountain Home-Fairfield-Picabo vicinity. They were particularly eager to close the gap between a point about six miles East of Fairfield along the North side of Magic Reservoir to a connection with U.S. 93, south of Ganett, and were willing to forego further improvement of State Highway 46, Gooding-Fairfield, to favor State Highway 22 connection. They emphasized its relative immunity to snowdrifts and claimed a thirty-six mile saving in distance from Carey to Boise via Fairfield as compared with the present route via Shoshone and Bliss. This saving appeared to be exaggerated. No encouragement was given by the Board to applying primary funds to this route at this time, in view of other more urgent needs and limited State funds - somewhat decreased by the recent legislature.

March 19, 1953

The farm-to-market importance of the Mountain Home-Corral section was stressed. A suggestion by Mr. Miller that it might be advantageous to place the route on the Federal-aid secondary system and utilize County and FAS funds for its improvement met with considerable favor and may be proposed by the Counties. Senator Bahr stated that Camas County was sort of a "forgotten county", and stressed the need to better highway service to isolated communities. Senator Bahr seemed quite in favor of changing State Route 22 from Primary Federal-aid to a Federal-aid Secondary Route.

The Board then received a delegation from Owyhee County, and the following persons were present:

R. C. Rich
David P. Jones
E. V. Miller
N. F. McCoy
A. E. Murphy
Senator Adam Blackstock
Keith Perine
Eddie Cole
Jason C. Smith
Telpher E. Wright
Alan Gowey

Mr. A. E. Murphy was spokesman for the delegation, who were advocating the addition of the road from Indian Springs southeasterly to a point near Castleford in Twin Falls County to the FAS County system. He claimed that drilling of wells was developing new agricultural development in the area traversed. He also claimed that the U. S. Army was interested from the strategic standpoint in the development of an alternate through route on the south side of the Snake River. He had about a hundred pounds of plan sheets - apparently prepared in the U. S. Bureau of Land Management.

This route had been urged previously (unsuccessfully) as a primary Federal-aid State route.

The Board was inclined to favor it as a County Federal-aid Secondary but were a bit apprehensive of Public Roads' attitude in view of the existing large mileage of Federal-aid secondary routes in Owyhee County. However, it was suggested that the Counties submit their formal requests for inclusion of this route on the Federal-aid secondary county system, and the department of highways would then press for favorable action from the Bureau of Public Roads.

Senator Blackstock and L. A. Hamilton from Marsing, and Representative Alan Gowey requested added guard rail, guide posts and warning signs on U.S. 95 southwesterly from Marsing. The department is willing to proceed with this; cost estimated at \$14,500.

The Board then received by appointment a delegation from Salmon and Idaho Falls. The following persons were present:

R. C. Rich
David P. Jones
E. V. Miller
N. F. McCoy
Charles Herndon, Salmon Chamber of Commerce

March 19, 1953

Ronald Burke, Salmon Chamber of Commerce
 Walter Harris, Salmon Chamber of Commerce
 M. M. McNicoll, Salmon, Idaho
 Joe W. Herndon, Salmon, Idaho
 Fred H. Snook, Lemhi County
 John J. Cochran, Idaho Falls Chamber of Commerce
 Harold West, Idaho Falls Chamber of Commerce
 Charles R. Stark, Idaho Falls Chamber of Commerce

This delegation urged completion of the improvement of State Route 28, particularly the 20 mile $\frac{1}{2}$ section from Leadore northwest to Tendoy. They stressed the importance of Lemhi County as a stockraising area and stated that much of the stock was trucked via State Highway 28 to Idaho Falls. The Board agreed to consider this road in the 1954 program.

The urgency of correcting the highway deficiencies in Lemhi County was emphasized due to its lack of railroad facilities.

Mr. Wallace Evans, Mr. Earl Dodge and Mr. R. M. Wetherell of the Mountain Home Chamber of Commerce then met with the Board and urged the improvement of Main Street in Mountain Home. The City would get the right-of-way and cooperate otherwise. Mr. Miller was instructed to have this situation investigated as to needs, costs and basis of financial cooperation with City authorities. The City people had in mind moving trees, moving curb and getting additional right-of-way; some of which could be obtained from the railroad. The desirability of providing a bypass on the southwest side of the tracks was discussed. It would require a new underpass of the Union Pacific main line.

The last delegation received by the Board was from Franklin and Bear Lake Counties. This group was headed by Mr. Angus Condie, Chairman of the Franklin Board of County Commissioners, and included the following:

D. A. Nash, Franklin County Commissioner
 C. N. Carlsen, Bear Lake County Commissioner
 William J. Tanner, West Side District, Franklin County
 D. E. Crane, Mink Creek Commissioner
 C. L. Swensen, Clerk, Franklin County Commissioners

This delegation appeared to present the needs of U.S. 91, south of Preston (3 miles - Preston to Whitney), of the Dayton-Clifton-Oxford State Highway, and of State Route 34, Grace to Niter Junction.

Mr. Rich informed them that the Dayton-Oxford nine mile section was programmed for engineering this year; construction to be expected in 1954 and 1955. Similarly, engineering of the Grace-Niter Junction road and of a new bridge on the Grace-Turner County road was scheduled, with construction to follow. Mr. Rich emphasized that State funds had been somewhat reduced by the last legislature and it was quite possible that some previously planned 1954 construction might have to go over until 1955. He directed that a study be made of the bad intersection at the bottom of the hill on U.S. 91, south of Preston.

THEREUPON, the Board adjourned until 9:00 A.M., on Friday, March 20, when they were to convene in the Caucus Room of the House Chambers to attend the Forest Highway Program Meeting.

March 19, 1953

FRIDAY - March 20, 1953

Pursuant to adjournment, the Board reconvened at 9:00 A.M. on Friday, March 20, 1953, at the State Capitol Building, Room 314, to attend the Forest Highway Meeting. Messrs. Rich, Jones, Miller, McCoy and Reid were present.

During the morning session, a public meeting was held, which was very well attended, and delegations were heard from various parts of the State to support the following:

From Franklin and Bear Lake Counties to advocate completion of the Strawberry-Sharon road.

From Idaho Falls and Lemhi County to support the completion of oiling on U.S. 93, Gibbonsville North.

Oiling of the balance of U.S. 93 through Stanley Basin.

Addition of the Williams Creek road, point 5 miles South of Salmon west-erly to Cobalt vicinity, to the Forest Highway System.

From the Upper Snake Valley Chamber of Commerce to support funds for the Victor-Swan Valley Road, F.H. 37, and the Ashton North section of the Yellowstone Park Highway. The Ashton people withdrew their objection to the "bypass," but urged funds and addition to the F.H. system of the road from Ashton easterly via Cave Falls to the South entrance to Yellowstone Park.

Ned Harlan urged further improvement of the Idaho City-Lowman-Stanley Basin road. Representatives of the Lutheran Church urged completion to serve their Boys' Camp in Stanley Basin.

Mr. Robson of Bunker Hill & Sullivan Mining Company urged completion of Enaville-Murray road - some question raised that standards of road recently completed were too high.

Representatives from Valley County, McCall and Bradley Mining Company, Stibnite, urged improvement of State Route 15, and of McCall-Stibnite. James Bradley urged development of the latter, claiming it to be a potential "major mining area" but needing roads to stimulate development by other mining companies.

Mr. Roberts of the Grangeville Chamber of Commerce, urged improvement of Elk City Road.

Presentation was made and brief filed to approve addition to F. H. System of the St. Maries-Avery road.

Plea was made by representatives of Lewiston and Orofino for continuation of Lewis and Clark Highway construction. Don Wilson of Missoula Chamber of Commerce appeared also to support the Lewis and Clark Highway.

March 20, 1953

At 1:30 P.M., representatives of the U. S. Forest Service, Bureau of Public Roads and Department of Highways convened in the office of the Department of Highways at 603 Main Street, to program the 1954 Forest Highway funds apportioned for Idaho.

The Bureau of Public Roads supplied a copy of "Financial Statement" dated March 20, 1953, showing an increase in the sum available for programming from \$2,195,228 to \$2,350,000.

The Forest Highway projects which had been recommended for approval were discussed.

The cost of the Priest River Road was increased from \$172,000 to \$200,000.

The funds for the 4th of July Canyon Road, U.S. 10, were reduced from \$643,228 to \$400,000. The Forest Service was quite opposed to this item. Division Engineer Lynch also was unwilling to concede its priority. Mr. Anderson of Forest Service objected to making a third pass at this road. The item was held on the program with some difficulty.

The projects on the Elk City Highway, \$50,000; North Fork Payette Banks Bridge, \$180,000; Yellowstone Park Highway, \$500,000; Ketchum-Clayton Bridge, \$150,000, were approved as presented by the Highway Department. H-20 design was suggested by Mr. Jones, Forest Service, for Elk City Bridge (Newsome Creek).

The assignment of \$500,000 to the North Fork Payette widening was rejected. The Forest Service opposed it quite strenuously, as "too large an amount for a main road eligible for Federal-aid." Mr. Anderson cited statement by J. S. Bright, formerly Deputy Commissioner, Bureau of Public Roads, that Eastern States objected to using Forest funds to "augment" Federal-aid. However, the Banks Bridge item on this route, \$180,000, was accepted.

The funds obtained by the reduction of U.S. 10 (\$243,228) and denial of the North Fork Payette widening (\$500,000), plus \$154,772 added allotment, (Bureau of Public Roads increased the amount available for programming from \$2,195,228 to \$2,350,000) were applied to the following:

Increase in Priest River Road	- \$ 28,000
Kootenai Highway	- 100,000
Enaville-Murray	- 300,000
Salmon-Montana Line	- 170,000
Strawberry-Sharon	- 120,000
Ketchum-Clayton Bituminous Surfacing	- 180,000
	<hr/>
	\$ 898,000

The substituted projects were quite satisfactory to the Board, except for the Enaville-Murray, to which they were quite reluctant to assign any funds. The Forest Service was most insistent and Division Engineer Lynch supported them; however, the \$400,000 demanded by the Forest Service was reduced to \$300,000.

March 20, 1953

It developed that an established Public Roads policy prevented removal from the Forest Highway System of routes or sections of routes on which Forest Highway funds had been expended. The Forest Service was not at all willing to accept the policy to allocate Forest Highway funds almost exclusively to main roads, alleging that the Counties were not represented at the conference and their interests would be ignored. However, except for the Enaville-Murray and the Strawberry-Sharon (FAS), the money was allocated to State highways. The Enaville-Murray was the only project the Board opposed very actively; it is neither State nor F.A.S. and has little use but for log hauling from the National Forest. The Forest Service (Mr. Jones) urged continuance of use of Federal Aid Funds on the Lewis and Clark Highway, as completion would be too slow with F.H. money alone. There is nothing programmed for 1953 with Federal-aid.

The Forest Service also urged early application of funds to the Warren-Wagon road, and the Cascade-Knox. Mr. Anderson emphasized the desire of the Forest Service to apply Forest Highway money to projects serving "community purposes" and emphasized that Forest Development funds were to serve Forest purposes - not "public travel". He stated that Chief MacDonald of the Bureau of Public Roads supported that position.


The following projects were agreed upon for the 1954 Fiscal Year Forest Highway Apportionment:

1954 F.Y. FOREST HIGHWAY PROGRAM
As Agreed at
PROGRAM CONFERENCE, MARCH 20, 1953

	<u>Project No.</u>	<u>Length Miles</u>	<u>Type</u>	<u>Estimated Cost</u>
Priest River Road	6-A2, B2	(8.6	Bit. Mix	\$ 200,000
North Pacific Hwy.,	7-A8, B4	(0.3	Grading	
U.S. 10, 4th of		Approx.	Reconst.	400,000
July Canyon Section		6.0	and	
Elk City Hwy.	18-G2	0.2	Widen	
North Fork Payette	23-B-1	0.2	Bridge &	50,000
Yellowstone Park	34-A16	8.5	App.	
Hwy.			Banks Bridge	180,000
Ketchum-Clayton	26-R3	0.1	and App.	
Kootenai Hwy.	2-A1, B1	2.6	Grading &	500,000
			Bridge	
			Bridge	150,000
			Grade, E.	100,000
			of Moyie	
Enaville-Murray	9-C3, D2	6.1	Springs	
Salmon-Montana	30-C3, D4, F3	11.3	Grade	300,000
Line, North Fork			Bit. Sur-	170,000
to Gibbonsville			facing	
Strawberry-Sharon	42-A3	12.1	Bit. Sur-	120,000
			facing	
Ketchum-Clayton	26-A7, B3, C6,	15.1	Bit. Sur-	180,000
	I3		facing	
				<hr/>
				\$2,350,000

March 20, 1953

THEREUPON, the Board adjourned until their next regular meeting on Wednesday, April 22, 1953.


 R. C. RICH, Chairman
 Idaho Board of Highway Directors

Done at Boise, Idaho
 22 April 1953

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

April 22 - 24, 1953

The regular meeting of the Idaho Board of Highway Directors was convened in the Old Statesman Building, 603 Main Street, Boise, at 2:00 P.M. on Wednesday, April 22, 1953.

Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

Prior to discussion of items on the prepared agenda, the Board considered items presented by the State Highway Engineer and by the individual members of the Board.

The first item was the discussion of trips being tentatively planned by the Board. A week's trip, May 11 - 17, was proposed in Southeastern Idaho, and a second trip from Boise to Northern Idaho in the latter part of May.

Mr. Jones mentioned complaint by Mr. Ray Swanson regarding weak ditch on the Pocatello West job (Carl E. Nelson Company's contract, Project AFI-1024(1)). The complainant thought a much heavier dike should be provided. The contract is not completed.

Mr. Rich suggested that the department investigate the Jerome secondary loop, and determine what the department should reasonably be expected to do as a condition precedent to turning this route over to the County. They would like to satisfy the County, but for less than the \$280,000 job now budgeted - 3-1/2 miles, 3 bridges, roadmix.

The proposed 1954 Fiscal Year Forest Highway Program letter, as prepared and signed by Division Engineer Lynch, was reviewed. The Board did not wish to go on record as approving specific items for the Warren Wagon Road and the Cascade-Knox Route in the Lump Sum Survey item, and directed that the Program Letter be returned to the Bureau of Public Roads with request that reference to these two survey items be deleted.

April 22-24, 1953

The Board discussed briefly the matter of providing extra help for the Assistant Attorney General to handle condemnation cases in court. Such special counsel would be hired on a per diem basis; \$125.00 per day apparently being the current rate for a trial lawyer of recognized experience and ability. The name of Laurel Elam, Carl Burke and Ralph Breshears were mentioned.

The Board approved the recommendation by Mr. Floan that construction of Project S-4771(1) on S.R. 7, "Devil's Elbow" section of the Cavendish South road, be postponed and that the funds, \$300,000 on approved program, be added to the Mohler-Nez Perce Project S-4743(2); now in the approved 1953 budget for 7.0 miles at estimated cost of \$400,000.

The Board then proceeded with discussion of items on the prepared agenda.

The Minutes of the Board meeting held March 17 - 20 were read and approved.

The expense claims for the month of March were approved: Mr. Rich's in the amount of \$64.88 and Mr. Jone's in the amount of \$37.25.

Consideration was given to the bids received on March 24 and April 7, 1953.

The first bids considered were for Project AF-5152(3), consisting of constructing a concrete bridge and approaches on 0.011 miles of the North and South Highway over Santa Creek in Benewah County. This project is a State-Federal-aid participation. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Walter M. Varnum of Coeur d'Alene, Idaho, the low bidder, on March 31, 1953, in the amount of \$14,077.00; the Engineer's Estimate being \$18,175.00.

The next bids considered were for Project F-6033(2), consisting of constructing a 24' concrete bridge across Beaver Creek near Dubois on Highway US-91 in Clark County. This project is a State-Federal-aid participation. The State Highway Engineer, acting on the authority given him by the Board, had awarded the contract to Arrington Construction Company of Idaho Falls, Idaho, the low bidder, on March 27, 1953, in the amount of \$16,671.00; the Engineer's Estimate being \$19,154.00.

Bids were then considered for Project S-5720(2), consisting of constructing a 20' Concrete Culvert on the Worley West Road in Kootenai County. This project is a County-Federal-aid Secondary participation. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Walter M. Varnum of Coeur d'Alene, Idaho, the low bidder, on March 31, 1953, in the amount of \$7,000.00; the Engineer's Estimate being \$7,134.00.

Bids received April 7 on Project S-3748(1) were then considered. The work under this contract consists of constructing the roadway and a plant mix bituminous surface on 2.735 miles of the Boise-Valley Highway, between Eagle and Saxton, in Ada County. This project is a State-Federal-aid Secondary participation. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Quinn Bros. and Robbins of Boise, Idaho, the low bidder, on April 9, 1953, in the amount of \$211,891.50; the Engineer's Estimate being \$213,647.50.

April 22-24, 1953

There being no questions or objections, the Board concurred in the action of the State Highway Engineer in awarding the above contracts.

Consideration was then given to the bids received on April 21, 1953, for Projects S-2848(1) and S-2864(1), consisting of constructing the roadway and a roadmix bituminous surface on 17.464 miles of the Malta-Almo Road from Connor Creek Junction to Almo, and a roadmix bituminous surface on 3.360 miles of the Cassia Highway from the Albion Highway District Line to Connor Creek Junction in Cassia County. This is a County-Federal-aid Secondary participation. The State Highway Engineer recommended that the contract be awarded to Marion J. Hess of Malad City, Idaho, the low bidder, on his bid of \$295,981.24; the Engineer's Estimate being \$382,863.15; subject to concurrence of the Bureau of Public Roads and the Board of County Commissioners of Cassia County. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Marion J. Hess; subject to the above mentioned provisions.

Sam Johnson's report on the Roberts-Hamer section of U.S. 91 was read and discussed. The Board decided to see this location during their proposed May visit. Johnson favors his originally recommended diagonal line.

The Board reviewed the Architect's revised sketch plan and estimate for the new maintenance shop at Strawberry Glen. Estimated cost to complete, \$286,000; cost without Overhead Crane, Painting and Insulation, \$250,966. On the recommendation of the State Highway Engineer that the work be advertised for bids in September, the Board ordered him to instruct the Architect to proceed with preparation of P.S.&E. to be completed in time for September advertising.

The State Highway Engineer read radio engineer Sutton's April 8 letter to Mr. Radzikowski, Secretary of the Committee on Use of Radio in Highway Departments, A.A.S.H.O. Action on the KDSH - KGEM - and KFXD applications for broadcasting towers at Deer Point is still pending. The Board has not indicated acquiescence but indicated their reluctance to deny the companies' requests.

The State Highway Engineer discussed the merits of the maintenance patrol system. Mr. Floan was somewhat skeptical and urged that the scheme be kept reasonably flexible, particularly to permit ready use of gang system to meet emergencies. Mr. Miller explained that provision was to be made for extra gangs, "roving" crews and "assistant maintenance men" to help the resident maintenance man when necessary. He emphasized satisfactory experience with the patrol system by other Western Highway Departments.

Mr. Miller reported on arrangements being made to better the curves in the Leadore vicinity on State Route 28. It is proposed to do the work with State Forces. The Board approved a \$25,000 budget item for this work.

The State Highway Engineer explained the urgency of completing the redecking of Rock Creek Bridge on S.R. 26, South and West of Twin Falls. It is necessary to have S.R. 26 approved in the Twin Falls Urban System and get the item in an approved F. A. Program. The department agreed to expedite this item.

April 22-24, 1953

The Board instructed the State Highway Engineer to approve request of Kloefer and Gramkow for approval of subcontracting the completion of the District No. 3 Headquarters' Building near Strawberry Glen. Kloefer and Gramkow were put on the unfair list and the job was posted by the Unions. It is not clear that the subcontractors will fare any better.

The Assistant Attorney General reported that he had made an offer of \$1,250 to Mrs. Towle. She had not accepted it and would probably reject it, but had not taken final action. The Board thought that offer high enough, but wanted the item settled without suit.

THEREUPON, the Board adjourned until 8:30 A.M. on Thursday, April 23, 1953.

THURSDAY - April 23, 1953

The Board reconvened at 8:30 A.M. on Thursday, April 23, with all members of the Board, the State Highway Engineer and the Acting Secretary of the Board present.

The Board approved the Highway Planning Budget in the total amount of \$168,000 as presented by Mr. Equals and recommended by Messrs. Miller and McCoy. The previous budget carried a total of \$140,500; the increase being due mainly to the proposed county needs studies, special traffic studies, sufficiency studies and other State highway needs studies.

The need for two (preferably three) new men to staff the County needs study was presented to the Board. Salaries in the \$500 per month range were acceptable. The Board favored the study and agreed to help in getting suitable men to fill these positions (e.g. Lowry and McMurray). No men have been approached for these jobs yet.

The Board approved a proposed exchange of property on U. S. 20, West of Garden City, with the County on the Assistant Attorney General's opinion that the exchange was legal.

The Board accepted the audit report covering the records of the Department of Highways for the period July 1, 1951 to December 31, 1952, transmitted with a letter dated April 21 from N. P. Nielson, State Auditor, by Louis N. Roos, Chief Examiner. There were no exceptions or comments for which the Board asked that Mr. Whaley, Chief Accountant, be commended.

Letters from Senator Rasor, Kootenai County; William J. Cappell, President of the Rathdrum Chamber of Commerce; and the Board of Trustees of the Village of Rathdrum relative to adding a short connecting link on Kootenai Avenue to the State Highway System were considered. It was the decision of the Board to not add this connection requested, and they instructed the State Highway Engineer to inform the above correspondents accordingly.

The Board considered request of February 24 from Mr. Albert L. Elkins, President of Priest Lake Chamber of Commerce, that the Nordman-Granite Creek Road be added to the State highway system, and voted to deny request.

April 23, 1953

The Board approved the expenditure of \$132.17 for shipping Jack Pearring's household goods from his present residence at Boise to his new assignment at Burley.

Mr. Moody, State Fish & Game Commissioner of St. Maries, appeared to invite the Board to visit the St. Maries-Avery project. The Board informed him that they appreciated the cordial invitation and would try to make an overnight stop at St. Maries during their forthcoming visit to Northern Idaho in the latter part of May.

The Board considered request of Mr. J. Adrian Nelson, Chairman of the Genesee Rimrock Highway District that the existing U.S. 95 north of Genesee be inspected in order to ascertain that it is in fit condition to be turned over to the County. The State Highway Engineer was directed to have such an inspection made as a basis for further action by the Board. Maintenance Engineer McCrea will report on this item.

The following right-of-way matters were discussed:

Project F-3281(1), Boise-Cole School. The Board discussed the awards of the Commissioners. They thought all the awards high and were particularly reluctant to approve the awarding of \$57,933.75 and \$33,000.00 to the Pumice Products Company and Zamzow properties. Mr. Rich plans to discuss the item with Attorney General Smylie, and the Board agreed that these awards should be contested unless the conference with the Attorney General develops some conclusions to the contrary.

District Engineer Parsons recommended that access rights be acquired along the Coeur d'Alene lake shore. The Board favored this action and requested the Assistant Attorney General to investigate the legal situation and procedures regarding acquisition in fee simple of shore property and riparian rights.

The Board considered the matter of providing notice to the public of the establishment of freeways. It was tentatively agreed (1) that freeways should be posted to insure that purchasers of adjacent property would be on notice that access rights had been bought; (2) that such signs should not be placed until the access rights had been actually acquired. The Board and the State Highway Engineer directed that Messrs. McCoy, Shepard and Brunner review this situation and formulate a policy for consideration by the Board and the State Highway Engineer.

The Board approved the Traffic Engineer's recommendations regarding parking on Capitol Boulevard in Boise, providing (1) one hour parking zone on both sides of Capitol Boulevard from Front Street to the Boise River Bridge, with shorter times to be set by the State Highway Engineer when necessary; (2) no parking at any time on Capitol Boulevard from the Boise River Bridge South and East to the Boise City Limits.

The State Highway Engineer presented to the Board several items that were omitted from the approved highway budget. These items covered the connecting of buildings at Coeur d'Alene Yard to City Sewer System, bringing water supply into Yard 51700 for fire protection at Coeur d'Alene, improvements and additions to existing sheds and buildings, purchase of office equipment for the construction and legal divisions, and two items pertaining to construction. The State Highway Engineer recommended that these items be added to the budget. The recommendation of the State Highway Engineer was adopted, and the Board unanimously approved of the addition of these items to the budget.

April 23, 1953

THEREUPON, the Board adjourned until 8:30 A.M. on Friday, April 24, 1953.

FRIDAY - April 24, 1953

The Board reconvened at 8:30 A.M. on Friday, April 24, with all members of the Board, the State Highway Engineer and Acting Secretary of the Board present.

The following Resolutions were signed by all members of the Board and Attested by the Acting Secretary under date of April 24, 1953:

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as State Route No. 25 in the general vicinity of Wendell and specifically designated as that portion of Project No. F.I. 2023(2), between Station 1558+40.8 and Station 1766+50.5, between the intersection of State Highway 25 and the Wendell-Hagerman Road and extending 3.934 miles to a point southeasterly of Wendell, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled access highway between aforesaid termini, and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended."

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route Nos. 20, 30 and 26 in the general vicinity of Caldwell and specifically designated as that portion of Project No. U.I. 3021(1) & (2) between Station 112+00.96 and Station 180+00, between Kimball Avenue in Caldwell and extending 1.287 miles northwesterly to a junction with U.S. 20-30, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini, and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended."

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 30 in the general vicinity of King Hill and specifically designated as that portion of Project No. AFI-3022(2), between Station 1302+86.6 and Station 1565+00, between about one mile East of Glenns Ferry and extending 4.96 miles to King Hill, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini, and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended."

April 24, 1953

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as U.S. Route No. 30 in the general vicinity of American Falls, and specifically designated as that portion of Project No. FI-30(5), between Station 929+30.3 and Station 924+61.5 and between Station 0+00 and 413+50, between the Igo Overhead and extending 7.920 miles easterly to Bannock Creek as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini, and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highways is intended."

Mr. Bunderson, Superintendent of State Police, and Mr. Summers, Commissioner of the Department of Law Enforcement appeared to discuss informally the transfer of Law Enforcement properties to the Department of Highways.

Mr. Bunderson mentioned the urgency of providing duplex for living accommodations for personnel manning Port of Entry Station of Strevell. Mr. Rich asked Mr. Bunderson to submit a written request, and make clear what is needed there, and suggested that he work with Mr. McCrea. It was agreed that the highway department would receive rentals from the law enforcement department or its employees.

There was some discussion of the recent truck weight laws. There is some ambiguity in the law, and it was agreed that the Department of Highways and the Department of Law Enforcement should collaborate in preparation of a summary pamphlet to be used by both agencies.

A delegation from Emmett, scheduled to discuss the Indian Valley Road, failed to appear.

The Board then received by appointment a delegation from Blaine County. The following persons were present:

R. C. Rich
David P. Jones
Leonard K. Floan
Earle V. Miller
N. F. McCoy
T. W. Walker, Chairman, Board of County Commissioners
Kenneth Eldredge, County Commissioner
Wayne Clark, County Commissioner
G. R. Kneeland

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This delegation appeared to request credit financing of Blaine County's share of a 4.167 miles Federal-aid Secondary Project on the Base Line Road. The Board refused to approve any credit financing, but informed the delegation that a \$16,086 gas tax apportionment had just been made, and suggested a tax anticipation plan for borrowing the remainder from local banks on short time loan.

April 24, 1953

A delegation from Weiser, including Wm. M. Carson and John B. Lloyd of the Weiser Chamber of Commerce, Mayor John Mason and Roland Hemenway, met with the Board and presented some street problems in Weiser, including a new bridge over a canal on an existing street not on the approved Federal-aid route.

The delegation agreed that the railroad underpass serving U.S. 30 N. had high priority. It was agreed also that more study of the arterial street situation was needed in Weiser. The delegation also wanted the U.S. 30 N. sign changed to 30 A., claiming that tourists avoided the 30 N. thinking it might go North to Canada. The State Highway Engineer advised them to write a letter to the Oregon highway department as well as to the Idaho department of highways, and then both departments could refer the item to the Executive Committee of A.A.S.H.O. for determination.

Messrs. C. D. Simmons and Homer Williams of Grace then met with the Board to ask when the department of highways was going to surface Main Street where the City was arranging to place curbs and gutters. They also asked if the State could furnish a roller for their use, as the school board was furnishing gravel and oil to place a mat on the school grounds at Grace. The Board pointed out to them that under the present policy, no equipment could be loaned, but that arrangements could be made for rental. It was suggested that the school authorities discuss the matter with District Engineer Kelly or that it might be possible to rent a roller from a contractor in the area. The suggestion appeared satisfactory, as did the information that the State proposed to provide surfacing on Main Street in the 1954 program.

THEREUPON, The Board adjourned until their next regular meeting in May, 1953; the exact date to be announced later.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
May 16, 1953

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

May 16, 1953

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 8:30 A.M. on Saturday, May 16, 1953.

Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

May 16, 1953

The Board discussed with C. W. Short, Secondary Roads Engineer, the problem of "selling" the F.A.S.-County participating construction program to the County officials. Mr. Floan emphasized the need for pushing this program to the utmost.

Mr. Rich explored with Mr. Miller the possibility of what could be done to finance low standard roads with F.A.S.-County funds, discussing especially the needs of Teton County; citing discussions they had had at Victor, May 13, and requested Mr. Short, Secondary Roads Engineer, to meet with the Teton County Board of Commissioners at an early date.

Mr. Miller discussed F.A.S. survey costs and emphasized the urgency of holding down costs and avoiding most carefully over-running estimated amounts agreed to by State and County.

Mr. Floan reported conference with Cotty Lowry and Mr. Miller reported conference with Kay McMurray regarding employment as Highway Needs Study field men. No definite answer was received from either man though both indicated interest.

Mr. Rich reported informal advice that P.A.R. would probably be financed in future with "Truckers' money". - which could wreck the standing of the organization, as a disinterested group.

The Board set the next regular meeting at June 18 or June 24, decision to be made during their trip North, May 25 to 30.

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- 2851(1) In response to suggestion from Mr. Floan that the cost of the Jerome-North secondary job be reduced, the State Highway Engineer agreed to make a special study of the road immediately. ✓

Slow action by State Purchasing Agent in completing truck purchases suggested to Mr. Miller and Mr. Floan the desirability of changing the purchasing procedure to have the Department of Highways do their purchasing direct or have an "Assistant State Purchasing Agent" assigned to the department.

The Minutes of the Board meeting held April 22 - 24, 1953 were read and approved.

The Board signed the 1954 Fiscal Year Forest Highway Program letter as prepared by Division Engineer W. H. Lynch of the Bureau of Public Roads.

Approval was given to expense claims of Mr. Floan for the months of February and April in the amount of \$65.86, and for Mr. Jones for the month of April in the amount of \$30.50.

Consideration was given to the bids received on April 28, May 5 and May 12, 1953.

The first bids considered were for Idaho Maintenance Project No. 93, consisting of constructing a roadmix bituminous surface on 7.126 miles of Highway US-93 from Jerome Airport to Newman's Corner in Jerome County. This is a State participation project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Twin Falls Construction Company of Twin Falls, Idaho, the low bidder, on April 29, 1953, in the amount of \$43,096.00; the

May 16, 1953

Engineer's Estimate being \$52,107.80. Bids were received for this project on April 28, 1953.

The next bids considered were for Project No. S-5784(1), consisting of constructing the road-way and crushed rock surfacing on 5.626 miles of the Selle Road in Bonner County. This road is on the County System and is a County-Federal-aid Secondary participation project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Murphy Bros. of Spokane, Washington, the low bidder, on May 6, 1953, in the amount of \$121,291.00; the Engineer's Estimate being \$136,720.00. Bids for this project were received on May 5, 1953.

There being no questions or objections, the Board concurred in the action of the State Highway Engineer in awarding the above contracts.

Bids received on May 12 for Project No. S-6705(1) were then reviewed. The work under this contract consists of constructing a crushed gravel surface with bituminous surface treatment on 4.996 miles of the St. Clair Road from Idaho Falls Southerly in Bonneville County. This project is on the County System and is a County-Federal-aid Secondary participation project. Bids for this project were opened while the Board and State Highway Engineer were on an inspection trip in Eastern Idaho. The State Highway Engineer recommended that the contract be awarded to the Western Construction Company of Pocatello, Idaho, the low bidder, in the amount of \$19,491.45; the Engineer's Estimate being \$23,908.25. The board adopted the recommendation of the State Highway Engineer, and the contract was awarded May 14, 1953.

The last bids to be reviewed were for Project S-2781(1), consisting of constructing a road mix bituminous surface on 3.438 miles of the Wood River Road from the Gooding County Line Easterly in Lincoln County. This project is on the County System and is a County-Federal-aid Secondary participation project. Bids were received for this project on May 12 and were opened while the Board and State Highway Engineer were on an inspection trip in Eastern Idaho. The State Highway Engineer recommended that the contract be awarded to the Holmes Construction Company of Heyburn, Idaho, the low bidder, in the amount of \$28,473.00; the Engineer's Estimate being \$36,360.80. The Board adopted the recommendation of the State Highway Engineer, and the contract was awarded May 14, 1953.

The following Resolutions were signed by all members of the Board and Attested by the Acting Secretary under date of May 16, 1953:

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as US Route No. 30 in the general vicinity of Mountain Home and specifically designated as that portion of Project No. AFI-3022(3), between Station 1012/00 and Station 1737/59, extending Southeasterly from the vicinity of Indian Creek Reservoir 13.743 miles towards Mountain Home as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled access highway between aforesaid termini and access thereto is restricted or prohibited.

May 16, 1953

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended."

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as US Route No. 30 in the general vicinity of Pocatello and specifically designated as that portion of Project No. FI-1024(1), between Station 413/50 and Station 171/54.6, extending Easterly from Bannock Creek 8.241 miles to a point approximately three quarters mile Southeasterly from Philbin Road Connection as shown on the official plats thereof in the Department of Highways, at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited. .

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended." .

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as US Route No. 30 in the general vicinity of American Falls and specifically designated as that portion of Project No. FI-1024(2), between Station 179/54.2 and Station 442/52.2, extending Easterly from the Cassia-Power County line 4.983 miles towards American Falls as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended."

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway system commonly known as US Route No. 30 in the general vicinity of Rupert and specifically designated as that portion of Project No. FI-2023(6), between Station 0/00 and Station 179/54.2, extending Westerly 3.400 miles from the Cassia-Power County line towards Rupert as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended."

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as US Route No. 191 in the general vicinity of Malad and specifically designated as that portion of Project No. FI-1031(1), between Station 0/00 and Station 553/55.1, extending Northerly from the Idaho-Utah State line 10.10 miles towards Malad as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended."

May 16, 1953

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as US Route No. 91 in the general vicinity of Roberts and specifically designated as that portion of Project No. FI-6033(1), between Station 144/64.0 and Station 255/18.9, extending Northerly from the vicinity of Bassett 4.555 miles towards Roberts as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended."

The State Highway Engineer read a letter from Senator Bahr of Camas County requesting the Department of Highways to review the Fairfield East and West Road, S.R. 22, and effect its redesignation as a secondary. The Board instructed the State Highway Engineer to submit this redesignation to the Bureau of Public Roads for approval.

The Assistant Attorney General and Mr. Ralph Breshears, Lawyer of Boise, reviewed the Zamzow and Punice Products Company condemnation proceedings in connection with the Boise-Cole School Project, Project No. F-3281(1). Mr. Breshears agreed that the awards were exorbitant but since the State could not obtain any qualified witnesses willing to present the State's side, it was Mr. Breshears' conclusion that it would be futile to contest the two cases. The Board considered the matter in the light of Mr. Breshears' conclusion and decided not to contest these two awards.

The State Highway Engineer's recommendation that advertising for bids for the Boise-Cole School project be scheduled for September letting was approved.

The Assistant Attorney General reported on progress with the Towle case. His \$1200 offer had not been answered definitely, though he said he anticipated refusal. The Board wants this case settled by negotiation and authorized the Assistant Attorney General to raise his offer to a maximum of \$2500, if necessary.

Since the Department of Highways appeared to have been at fault to some extent, Mr. Floan suggested that the case be studied and analyzed carefully, so that if any lessons are to be learned, appropriate information and instructions can be given to the other engineers in the Department.

The Board instructed the State Highway Engineer to have the Assistant Attorney General study and summarize for the July meeting the rights and duties of the Board and the department with respect to establishing speed limits under the new law (under Sections 56-57 of the Motor Vehicle Code) adopted by the last legislature; particularly:

- (1) Should Board post over 60 miles per hour?
- (2) Can we establish appropriate limits in towns overruling limits set by City authorities, such as 20 mile per hour signs?

May 16, 1953

It is not certain that the court will sustain the Board if it sets speed limits in Cities. The desirability of negotiating the speed limits in cities with city authorities was emphasized, as was the desirability of obtaining such joint agreements with respect to stop-go lights.

The Board directed the State Highway Engineer to develop some new State entrance signs, and expressed a preference for Rustic Signs, even though more costly than some other ones.

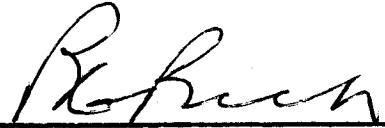
A letter from Mr. Elbert A. Stellmon of Lewiston to Mr. Rich, advocating that the department of highways grant construction priority to the Lewis and Clark Highway rather than the North-South Highway, was read and filed without action or reply.

The Board discussed briefly the timing of Resolutions establishing limited access highways and agreed that such declarations should be made before location studies and right-of-way negotiations are undertaken. It was also agreed that the declaration could cover a longer section than that proposed for immediate survey or construction. A suggestion that all State highways be designated as limited access highways was not adopted. The Lewiston-Spalding section was declared a limited access highway.

The State Highway Engineer was instructed to have a policy covering limited access declarations, timing and procedures formulated for early consideration by the Board. Mr. Miller designated Messrs. Shepard, McCoy and Mathes as a Committee to formulate the policy. It was suggested that the policy require in the agreements with local authorities the establishment of intervals for admitting access, types of entrances, and when where and what provisions should be made for side service roads.

The matter of memorial signs was discussed, particularly the request of the D.A.R. for a plaque on the Clearwater River Bridge in Lewiston. There was danger in placing a sign on the bridge. It was agreed that memorial signs would not be placed unless an appropriate place, with parking space for those viewing the signs, was available, and that if any traffic hazard was created, such signs would not be placed.

THEREUPON, the Board adjourned until their next regular meeting on Wednesday, June 24, 1953 at 2:00 P.M.


 R. C. RICH
 Chairman, Board of Highway Directors

Done at Boise, Idaho
 24 June 1953

May 16, 1953

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

June 24 - 26, 1953

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 2:15 P.M. on Wednesday, June 24, 1953.

Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

The Minutes of the Board meeting held May 16, 1953, were read and approved.

Consideration was given to the bids received on May 26, June 2, June 9, June 16 and June 23, 1953.

The first bids considered were for Idaho Projects F-4114(3) and S-4793(1), consisting of constructing a plant mix bituminous surface on 10.898 miles of Highway US 95, North and South of Genesee, and on 0.772 mile of the Genesee Connection, in Nez Perce and Latah Counties. This contract is a Federal-aid primary and secondary State participation. Bids for this project were opened while the Board and State Highway Engineer were on an inspection trip to Northern Idaho. The State Highway Engineer recommended that the contract be awarded to McAtee and Heathe of Spokane, Washington, the low bidder, in the amount of \$209,281.82; the Engineer's Estimate being \$234,569.00. The Board adopted the recommendation of the State Highway Engineer, and the contract was awarded May 28, 1953.

The next bids to be considered, received on May 26, were for Project S-2779(1), consisting of constructing the roadway and a roadmix bituminous surface on 6.580 miles of the Gooding-Fairfield Highway from the Gooding-Camas County Line-North in Camas County. This is a Federal-aid secondary State participation project. Bids for this project were opened while the Board and State Highway Engineer were in Northern Idaho. The State Highway Engineer recommended that the contract be awarded to Peter Kiewit Sons' Company of Sheridan, Wyoming, the low bidder, in the amount of \$382,708.50; the Engineer's Estimate being \$397,065.50. The Board adopted the recommendation of the State Highway Engineer, and the contract was awarded May 28, 1953.

Bids were then considered for Project No. S-5732(3), consisting of constructing a roadmix bituminous surface on 6.311 miles of the Spirit Lake Highway between Rathdrum and Seasons in Kootenai County. This is a Federal-aid secondary State participation project. Bids for this project were opened while the Board and State Highway Engineer were in Northern Idaho. The State Highway Engineer recommended that the contract be awarded to McAtee and Heathe of Spokane, Washington, the low bidder, in the amount of \$61,111.15; the Engineer's Estimate being \$65,273.50. The Board adopted the recommendation of the State Highway Engineer, and the contract was awarded May 28, 1953.

June 24-26, 1953

Bids were then considered for Project No. S-1739(3), consisting of constructing the roadway, a road mix bituminous surface and a 253' concrete bridge on 1.945 miles of the Preston-Red Rock Highway from Bear River to Preston in Franklin County. This is a Federal-aid secondary State participation project. Bids for this project were also opened while the Board and State Highway Engineer were in Northern Idaho. The State Highway Engineer recommended that the contract be awarded to Marion J. Hess of Malad City, Idaho, the low bidder, in the amount of \$239,810.45; the Engineer's Estimate being \$241,782.50. The Board adopted the recommendation of the State Highway Engineer, and the contract was awarded June 9, 1953.

Bids were received on the above four projects on May 26, 1953.

Bids for the next four projects were received on June 2, 1953.

The next bids considered were for Project No. FI-6033(1), consisting of constructing the roadway and bituminous surface treatment on 4.423 miles of US 91 between Bassett and Roberts in Jefferson County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Eagle Construction Company of Eagle, Idaho, the low bidder, on June 5, 1953, in the amount of \$258,145.50; the Engineer's Estimate being \$297,231.00. This project is on the State system.

Bids were then considered for Maintenance Projects 99, 100 and 101, consisting of furnishing crushed gravel and cover coat material in stockpiles and seal coating 12.179 miles between Spalding and Culdesac, 39.313 miles between Spalding and Greer and 3.831 miles between Orofino and Ahsahka in Nez Perce, Clearwater and Lewis Counties. Acting on authority given him by the Board, the State Highway Engineer had awarded the contract to Winn & Company, Inc. of Buhl, Idaho, the low bidder, on June 3, 1953, in the amount of \$101,765.00; the Engineer's Estimate being \$99,210.00.

The next bids to be considered were for Maintenance Project No. 96, consisting of reconditioning the roadway and constructing a roadmix bituminous surface on 4.612 miles of the Emmett Branch of the Payette Highway between Freezeout Hill and Emmett in Gem County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Nampa Asphalt & Paving Company of Nampa, Idaho, the low bidder, on June 3, 1953, in the amount of \$37,448.80; the Engineer's Estimate being \$35,359.40.

Bids were then considered for Project No. F-2361(1), consisting of constructing the roadbed and a plant mix bituminous surface on 1.309 miles of US 30 from Twin Falls Westerly in Twin Falls County. This project is on the State system and is a Federal-aid primary and State participation job. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Carl M. Halvorson, Inc. of Portland, Oregon, the low bidder, on June 11, 1953, in the amount of \$489,832.70; the Engineer's Estimate being \$653,149.00.

Bids for the next two projects were received on June 9, 1953.

Bids were considered for Project No. S-1704(1), consisting of constructing a road mix bituminous surface on 4.933 miles of the Samaria Lane Road from Malad

Westerly in Oneida County. This road is on the County system and is a County-Federal-aid secondary participation job. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Marion J. Hess of Malad City, Idaho, the low bidder, on June 11, 1953, in the amount of \$25,532.50; the Engineer's Estimate being \$27,657.10.

The next bids considered were for Project No. S-1776(1), consisting of constructing a road mix bituminous surface on 9.801 miles of the Bancroft-Chesterfield Road between Bancroft and Chesterfield in Caribou County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Twin Falls Construction Company of Twin Falls, Idaho, the low bidder, on June 11, 1953, in the amount of \$98,431.85; the Engineer's Estimate being \$120,244.50. This road is on the County system and is a County-Federal-aid secondary participation project.

Bids for the next four projects were received on June 16, 1953.

The first bids considered in this group were for Maintenance Project No. 106, consisting of painting various bridges in District Five in Kootenai and Bonner Counties. The State Highway Engineer had exercised the authority given him by the Board, and had awarded the contract to D. E. Jensen Construction Company of Boise, Idaho, the low bidder, on June 18, 1953, in the amount of \$10,864.00; the Engineer's Estimate being \$12,310.00.

The next bids considered were for Maintenance Project No. 109, consisting of painting various bridges in District Six in Bonneville, Clark and Madison Counties. The State Highway Engineer acting on the authority given him by the Board, had awarded the contract to Arrington Construction Company of Idaho Falls, Idaho, the low bidder, on June 18, 1953, in the amount of \$11,543.37; the Engineer's Estimate being \$13,855.00.

Bids were then considered for Project No. ST-3111(502), consisting of installing guardrail and guide posts at various locations between the Oregon State Line and Marsing in Owyhee County. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to McWaters & Bartlett of Boise, Idaho, the low bidder, on June 18, 1953, in the amount of \$9,760.00; the Engineer's Estimate being \$13,840.00.

There being no dissenting opinion, the Board concurred in the action of the State Highway Engineer in awarding the above contracts.

The next bids considered were for Project No. S-3830(1), consisting of constructing a 320 foot concrete bridge across the Payette River and approaches on 0.280 mile of the Letha Bridge Road in Payette County. The State Highway Engineer recommended that this contract be awarded to Neilson & Smith Company of Twin Falls, Idaho on their low bid of \$60,382.35; the Engineer's Estimate being \$57,693.75. The award not to become effective, however, until the Contractor had obtained a Class I Public Works Contractor's License from the Contractor's License Board. There being no questions or objections, the Board unanimously adopted the recommendation of the State Highway Engineer and authorized him to award the contract when the Contractor had obtained the necessary License. This project is on the County system and is financed with County-Federal-aid secondary funds.

Bids for the next three projects were received on June 23, 1953.

The first bids in this group to be considered were for Projects S-6721(1), S-6725(1) & S-6727(2), consisting of constructing four concrete culverts and two concrete bridges on the Iona Road, the Iona N. & S. Road and the Milo Road in Bonneville County. The State Highway Engineer recommended that the contract be awarded to J. M. Lake of Idaho Falls, Idaho, on his low bid of \$22,678.75, subject to his obtaining a Class I Public Works Contractor's License from the Contractor's License Board. The Engineer's Estimate for this project was \$28,762.50. There being no dissenting opinion, the Board adopted the recommendation of the State Highway Engineer and authorized him to award the contract when the Contractor had obtained the Class I License. This project is on the County system and is a County-Federal-aid secondary participation job.

The next bids considered were for Project No. F-1481(3), consisting of re-constructing the roadbed and a roadmix bituminous surface on 7.249 miles of the Old Oregon Trail, between Lava Hot Springs and Pebble, in Bannock County. The State Highway Engineer recommended that the contract be awarded to Western Construction Company of Pocatello, Idaho on their low bid of \$215,991.80; the Engineer's Estimate being \$207,287.65. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Western Construction Company. This project is on the State system and is financed with State and Federal-aid Primary funds.

The last bids to be considered were for Project FI-1031(1), consisting of constructing the roadway on 6.754 miles of U.S. 191 from the Utah State Line-North in Oneida County. This project is on the State system and is a State-Federal-aid Interstate job. The State Highway Engineer recommended that the contract be awarded to Jack B. Parsons of Smithfield, Utah, on his low bid of \$182,437.00; the Engineer's Estimate being \$203,314.50. The award not to become effective, however, until the Contractor had obtained a Class I Public Works Contractor's License from the Contractor's License Board, and the State had obtained adequate right-of-way. There being no questions or objections, the Board adopted the recommendation of the State Highway Engineer and authorized him to award the contract when the Contractor had obtained his License and the right-of-way had been acquired.

Approval was given to expense claims of Mr. Rich for the months of April and May in the amount of \$166.06 and for Mr. Jones for the month of May in the amount of \$107.46.

The Board discussed the June 22 complaint of the Jerome Chamber of Commerce and agreed on holding a meeting at Jerome, June 26, to consider these complaints.

The Board disapproved the request of John Finney and the Board of Commissioners of Kootenai County that the Highway Board construct a parking area, ramp and dock on U.S. 10 along the Lake, East of Coeur d'Alene. The request contemplated use of State highway funds for these lake shore facilities.

The Board considered a request of June 19 from the Daily Bulletin of Blackfoot and other interested co-signers that a location of S.R. 39 West of the tracks, between Springfield and Rockford, be considered, and instructed the State Highway Engineer to make a further location study of this area before making a final decision. Proposal that a public hearing be held was dropped.

June 24-26, 1953

The Board considered proposed agreement with the City of Payette covering acquisition of right-of-way and constructing sidewalk on Sixth Street. The agreement was considered acceptable, subject to review and approval of the Assistant Attorney General.

The Board read a report by the Planning Officer regarding conference with Mr. Salmen, District Engineer of the Bureau of Public Roads, regarding the Lewis and Clark Highway. No action was necessary as a joint conference with officials of the Bureau of Public Roads, United States Forest Service and Department of Highways had been scheduled for the next day.

THEREUPON, the Board adjourned until 8:30 A.M. on Thursday, June 25, 1953.

THURSDAY - June 25, 1953

The Board reconvened at 8:30 A.M. on Thursday, June 25, with Messrs. Rich, Jones, Miller and McCoy present.

The Board received by appointment Mr. Tom Smith who was representing the Rexburg Chamber of Commerce. The Board considered the request of Mr. Smith that the Engineer's office recently transferred from Rexburg to St. Anthony be re-established at Rexburg. The Board did not accede to the request. Mr. Smith also emphasized that the people of Rexburg were dissatisfied with failure of the Highway Department to provide for construction of the Rexburg-Sage Junction Road. He protested the State's \$1,350,000 estimate for the 20 mile road - said \$10,000 per mile would be sufficient. He emphasized the importance of stock and crop interchange traffic between Rexburg and the Terreton-Mud Lake areas.

The Board considered authorization of personnel to attend the WASHO Annual Conference at Santa Fe, New Mexico. Four engineers will be authorized to attend. Two Board members will plan to attend.

A conference between officials of the Bureau of Public Roads, U.S. Forest Service and Department of Highways to consider programming of funds for the Lewis and Clark Highway was held. It was attended by Messrs. Rich, Jones, Miller and McCoy for the Highway Department; Messrs. Salmen and Lawrence Smith for the Bureau of Public Roads; Regional Forester Hanson, Regional Engineer Jones and Supervisor Stillings for the Forest Service. A report of this conference by District Engineer Salmen, Bureau of Public Roads, is included in the Department of Highways' records.

The Board approved the transfer of \$150,000 Forest Highway funds from the Enaville-Murray Forest Highway Project 9-C3,D4, and \$50,000 from the North Pacific Forest Highway Project 7-A8,D5, and \$200,000 from the Lewis and Clark Forest Highway Project 16-G2,H., East end, to the Lewis and Clark Forest Highway, West end, as agreed to by the Bureau of Public Roads and the U.S. Forest Service, and authorized the Chairman to sign Revision in Program letter incorporating the above transfers.

It appears that there is only \$200,000 Forest Highway cash available to Idaho, so that an additional \$200,000 cash will be needed to finance the \$400,000 above mentioned project. The Bureau of Public Roads and U.S. Forest Service offered to go after the Bureau of Public Roads in Washington and the U.S.

June 25, 1953

Bureau of the Budget. Mr. Rich offered to ask assistance from Senators Dworshak and Welker, but the Forest Service officials thought this would not be necessary.

The proposed \$400,000 F.H. item will provide for 4 miles of graded road, extending Easterly from the going F.A. project; 4 miles more on lower standards will be improved with Forest Development funds (\$200,000) and a timber access road up Holly Creek will be built with special Federal Beetle Control funds (\$370,000).

The Board protested the high standards used by Public Roads on the last jobs awarded on the Enaville-Murray Forest Highway Route. Mr. Jones of the U.S. Forest Service agreed to consider a narrower width for future construction.

The following Resolutions were signed by Mr. Rich and Mr. Jones and Attested by the Acting Secretary under date of June 25, 1953:

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway system commonly known as the North and South Highway, U.S. Route No. 95 in the general vicinity of Lewiston and specifically designated as that portion of Project No. F-4114, extending Easterly from the Junction of the North and South Highway and the Lewis and Clark Highway in Lewiston, Idaho, approximately 10.0 miles to the Spalding Bridge, as shown on the official plats thereof in the office of the Department of Highways, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended."

"Pursuant to Section 40-120, subsection 16, Idaho Code, that section of the State Highway System commonly known as the North Side Highway, State Route No. 25 in the general vicinity of Jerome and specifically designated as that portion of Project No. FI-2023(3) and (4), between Station 1766/50.5 and Station 2209/25.4, from a point 3.934 miles Southeasterly from the intersection of State Highway No. 25 and the Wendell-Hagerman Road and extending 8.385 miles to a Junction with the Jerome Branch of the Sawtooth Park Highway approximately 1.4 miles South of Jerome, as shown on the official plats thereof in the office of the Department of Highways at Boise, Idaho, is designated as a controlled-access highway between aforesaid termini and access thereto is restricted or prohibited.

It is the Order of the Board that such a restriction or prohibition of access to and from aforesaid section of the highway will best serve the traffic for which the highway is intended."

A delegation from Orofino and Grangeville appeared to push the Lewis and Clark Highway. They included the following:

A. R. Curtis, Mayor, Orofino
Robert Werner, President, Orofino Chamber of Commerce
Robert Ovid, Orofino, Chamber of Commerce
Fred Stillings, Supervisor, U. S. Forest Service, Orofino
Steve Roberts, Grangeville, Chamber of Commerce

June 25, 1953

They were much pleased at the prospect that approximately \$600,000 Forest Highway and Forest Development monies were proposed for expenditure on the West end of the gap in order to permit removal of infested spruce in the area east of the end of the Marrazzo contract.

The Board approved a revision in the 1953 Construction Budget, increasing funds allocated to the Grangeville-Fenn project from \$180,000 to \$310,000.

The Board approved the plan to allocate \$800,000 Federal-aid Secondary funds to Owyhee County's proposed secondary highway from Marsing to Hammett, if the County's Bond Issue is approved. The Bond Election is set tentatively for July 14, 1953.

The Board read the letter of May 29 from the North Idaho Chamber of Commerce encouraging the use of more funds by the U. S. and State Forest Service, and Idaho Department of Highways for the construction of "more and better" roadside parks and picnic areas. The Board expressed general approval of providing frequent opportunity for turnouts, and provision for access to and surfacing of as many small viewpoints and two to three car shoulder parking spots as would seem practicable without going into the park business too much.

The expense claim for E. T. Bennett in the amount of \$211.80 was approved.

The Board authorized the State Highway Engineer to designate department personnel to attend the dedication ceremony July 9 for the Weiser Bridge over the Snake River.

The Board read Resolution of June 15 from the Middleton Grange No. 6 expressing thanks to the Department of Highways for the improvement of State Highway 14.

The Board approved the tentative proposal to contribute to the Illinois Test Tracks on the basis set up by Mr. A. E. Johnson's June 1 letter, which would assign the \$3,000,000 States contribution in proportion to Federal-aid apportionment to each State and allow credit for previous contributions to the Maryland or WASHO test roads. There will be a balance due from Idaho of about \$5,617.00.

The Board reviewed the matter of fencing the Boise-Mt. Home section of U.S. 30, and agreed to place signs where necessary but refused to provide money for fencing the right-of-way, as a matter of policy.

The Board read letters from A. E. Johnson, F. V. Reagel and C. M. Hathaway regarding A.A.S.H.O. Committee work. Mr. Miller will arrange for the donation to the outgoing President of the A.A.S.H.O.

Consideration of the 1954 Construction Budget was deferred.

The Board authorized the State Highway Engineer to proceed with arrangements for building two demountable dwelling houses at Strevell for the Department of Law Enforcement. Cost was estimated at \$10,000 each. The Law Enforcement employees using these facilities will pay rent to the Department of Highways. The

amount of rent and requirement that such employees be required to rent these houses will be adjusted with the Department of Law Enforcement by the State Highway Engineer.

The Board approved a \$4,500 Budget item to cover costs estimated for an origin-destination survey in the areas bounded by Boise, Marsing, Weiser and Horseshoe Bend.

The State Highway Engineer was instructed to discuss further with the Maintenance Engineer the cost and type of pavement to be placed on the Genesee North section of old U.S. 95, in order to place this road in a condition acceptable to the Highway District. An estimate of \$49,000 was not approved; the Board indicating that an expenditure of about \$10,000 or \$1,000 per mile should suffice.

The State Highway Engineer recommended that the semi-annual pay increases be granted on April 1 and October 1 instead of January 1 and July 1 as previously contemplated. The Board accepted the April 1 - October 1 dates.

In answer to Mr. Rich's inquiry as to the status of the Grace-Turner Bridge, the State Highway Engineer said that the department could have the plans ready by January of next year.

Mr. Jones mentioned that he had been questioned several times about the 225' right-of-way width on the job at Malad. Mr. Miller explained that this project was on the Interstate System and that some States felt that the proper width should be 300'; in Idaho, it had been set at 225'.

Mr. Jones also mentioned that he had been informed that the State of Utah maintained the right-of-way fences. Mr. McCoy said that this was practiced in some States as Federal-aid could then be obtained in the fence construction. The matter was referred to the Assistant Attorney General for further investigation as to what Utah's policy was regarding the maintenance of right-of-way fences.

THEREUPON, the Board recessed their Boise meeting, preparatory to meeting with the Jerome Chamber of Commerce on Friday, June 26, 1953.

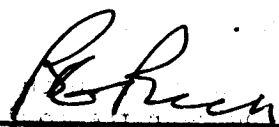
FRIDAY - June 26, 1953

According to plan, the Board left Boise on Friday morning, June 26, and made an inspection trip from Boise via Mountain Home and Fairfield to Jerome, thence via Wendell and Bliss to Boise. A conference was held at Jerome; report of trip is included in the Department of Highways' records.

The Board, pursuant to the Attorney General's recommendation, accepted the offer of Wm. D. Keeton, dated June 9, 1953, to grant right-of-way for approach to the St. Maries Bridge for \$3,500; Keeton to pay all his attorney fees and costs. 45 95A

June 26, 1953

THEREUPON, the Board adjourned until their next regular meeting in July; the date to be announced later.


 R. C. RICH
 Chairman, Board of Highway Directors

Done at Boise, Idaho
 23 July 1953

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

July 23 to 25, 1953

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 2:00 P.M. on Thursday, July 23, 1953.

Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

The Board retired for a closed conference session and adjourned until 9:00 A.M. on Friday, July 24.

FRIDAY - July 24, 1953

The Board reconvened at 9:00 A.M. on Friday, July 24, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Minutes of the Board meeting held June 24 - 26, 1953 were read and approved.

Consideration was given to the bids received on June 30, July 7, July 14 and July 21, 1953.

The first bids considered were for Idaho Project No. F-3281(2), consisting of constructing the roadway and a plant mix bituminous surface on 0.721 mile of U.S. 30 within the City of Nampa, in Canyon County. This is a Federal-aid Primary State participation project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Morrison-Knudsen Company, Inc. of Boise, Idaho, the low bidder, on July 6, 1953, in the amount of \$108,588; the Engineer's Estimate being \$104,327.00.

The next bids to be considered were for Project No. S-5726(1), consisting of constructing a roadmix bituminous surface on 7.001 miles of the North and South Highway, between Squaw Bay and Turner Bay, in Kootenai County. This project is on the State system and is a Federal-aid Secondary State job. Acting on authority given him by the Board, the State Highway Engineer had awarded the contract to Carbon Brothers of Spokane, Washington, the low bidder, on July 6, 1953, in the amount of \$106,189.90; the Engineer's Estimate being \$98,285.80.

Bids for these two projects were received on June 30, 1953.

Bids for the next four projects were received on July 7, 1953.

The next bids to be considered were for Project No. ST-2361(505), consisting of constructing a concrete box culvert on Highway US-30 approximately three miles west of Buhl in Twin Falls County. This is a State job. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Neilson-Smith Construction Company of Twin Falls, Idaho, the low bidder, on July 8, 1953, in the amount of \$9,624.00; the Engineer's Estimate being \$10,205.00.

Bids were then considered for Stockpile Projects 87, 88 and 92, consisting of furnishing crushed gravel, crushed rock and cover coat material in stockpiles near Round Prairie, Colburn and Hayden, in Boundary, Bonner and Kootenai Counties. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to F. R. Hewett Company of Spokane, Washington, the low bidder, on July 8, 1953, in the amount of \$75,000.00; the Engineer's Estimate being \$84,000.00.

The next bids considered were for Projects S-3836(1) and S-3832(1), consisting of constructing the roadway and a road mix bituminous surface on 0.929 mile of State Highway 52 between State 16 and Emmett and on 4.908 miles of State Highway 16 between Vanderdassen and Emmett in Gem County. These projects are on the State system and are Federal-aid secondary State participation. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Duffy Reed Construction Company of Twin Falls, Idaho, the low bidder, on July 8, 1953, in the amount of \$348,849.00; the Engineer's Estimate being \$410,219.65.

The next bids to be considered was for Stockpile Projects 89 & 91, consisting of furnishing crushed rock and gravel and cover coat material in stockpiles adjacent to Highways US-10 near Mullan and US-95-Alt. near Thorn Creek in Shoshone and Benewah Counties. Only one bid was received and the State Highway Engineer recommended that the bid be rejected as it was considerably more than ten per cent above the Engineer's Estimate, which was \$61,500.00.

Bids for the next three projects were received on July 14, 1953.

The first bids considered in this group were for Project FI-1031(2), consisting of constructing a cement stabilized base and a plant mix bituminous surface on 9.939 miles of the Yellowstone Park Highway, between Arimo and Downey, in Banrock County. This project is on the State system and is a Federal Interstate job.

July 23-25, 1953

The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Carl E. Nelson Company of Logan, Utah, the low bidder, on July 14, 1953, in the amount of \$374,026.80; the Engineer's Estimate being \$389,547.50.

The next bids to be considered were for Project S-6840(2), consisting of constructing the roadway and a bituminous surface treatment on 5.350 miles of the Idaho Central Highway from Lidy Hot Springs Northeast in Clark County. This project is on the State system and is a Federal-aid secondary State participation project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Duffy Reed Construction Company of Twin Falls, Idaho, the low bidder, on July 15, 1953, in the amount of \$71,898.80; the Engineer's Estimate being \$88,769.40.

Bids were then considered for State Aid Project 254(1), consisting of constructing a bituminous surface treatment on 10.632 miles of the Boise Stanley Highway in Ada and Boise Counties. The State will be reimbursed by the U. S. Army Corps of Engineers for this project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Quinn Bros. & Robbins of Boise, Idaho, the low bidder, on July 17, 1953, in the amount of \$92,555.10; the Engineer's Estimate being \$94,649.00.

Bids for the last three projects were received on July 21, 1953.

The first bids in this group to be considered were for Projects S-6727(1) and S-6728(1), consisting of constructing a road mix bituminous surface on 1.981 miles of the Milo Road between Rigby and Milo, and a crushed gravel surface with bituminous surface treatment on 5.124 miles of the Ririe-West Road from Ririe West, in Jefferson and Bonneville Counties. These projects are on the County System and are financed with Federal-aid Secondary and County funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Mountain States Construction Company of Pocatello, Idaho, the low bidder, on July 23, 1953, in the amount of \$37,123.60; the Engineer's Estimate being \$38,568.85.

The next bids to be considered were for Project S-6804(1), consisting of constructing a road mix bituminous surface on 10.717 miles of the Teton Highway, between Lamont and Teton, in Fremont and Teton Counties. This project is on the State System and is financed with Federal-aid Secondary and State funds. Acting on the authority given him by the Board, the State Highway Engineer awarded the contract to Peter Kiewit Sons' Company of Sheridan, Wyoming, the low bidder, on July 23, 1953, in the amount of \$148,214.20; the Engineer's Estimate being \$170,846.80.

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above projects.

The last bids to be considered were for Project S-2811(1), consisting of constructing the roadway and a road mix bituminous surface on 4.167 miles of the Base Line Road in Blaine County.

July 23-25, 1953

The State Highway Engineer recommended that all bids be rejected as the low bidder was above the ten per cent of the Engineer's Estimate, which was \$72,151.60, and also since this project is on the County System and is to be financed with Federal-aid Secondary and County funds, it was necessary to contact Blaine County for their approval or disapproval in awarding the contract. In a letter dated July 23 from the Blaine County Commissioners, they "refused and turned down the bid for the Base Line Road in Blaine County", and requested that the project be readvertised with the bids calling for all dirt work to be done by the Fall of 1953 and the oiling and surfacing to be done in the Spring of 1954 and completed by August 1, 1954. There being no objections or questions, the Board unanimously adopted the recommendation of the State Highway Engineer and all bids were rejected; the project to be readvertised for the August 18 bid letting.

Approval was given to expense claim of Mr. Rich in the amount of \$61.16 and for Mr. Jones in the amount of \$65.64 for the month of June.

The Board considered and confirmed certain actions taken previously to remove from or add to certain sections of highways to the State Highway System. The following Official Minutes were unanimously signed by the Board and Attested by the Acting Secretary under date of July 24, 1953:

"WHEREAS, the State Highway Engineer, by Official Minute dated March 13, 1952, did remove from the State Highway system the Thain Road as designated by Official Minute dated December 30, 1950, page 235, Minute Book #17, and

"WHEREAS, said highway is not deemed to meet the requirements for a State Highway as set forth in Sub-section (a), Section 4 of the Highway Administration Act of 1951.

NOW THEREFORE BE IT RESOLVED, that the Idaho Board of Highway Directors does hereby confirm, effective this date, said Official Minute dated March 13, 1952 removing from the State Highway system the road known as Thain Road, 5.2 miles in length as described below and as shown on the map in the office of the Department of Highways.

Beginning at a junction with the Lewis and Clark Highway at 21st Street in Lewiston and extending southerly to the south city limits of Lewiston via 21st Street, thence continuing southeasterly to a point on the south boundary of Lewiston Orchards Highway District at the southeast corner of the north half of Sec. 22, T. 35 N., R. 5 W., all in Nez Perce County."

"WHEREAS, the Idaho Commissioner of Highways, by Official Minute dated August 10, 1950, did remove from the State Highway system that portion of the Idaho Central Highway from Spencer to Trude, and

WHEREAS, although said minute was not entered in the Book of Official Minutes of the Department of Highways, it is deemed that said section of highway does not meet the requirements for a State Highway as set forth in Sub-section (a), Section 4 of the Highway Administration Act of 1951.

NOW THEREFORE BE IT RESOLVED, that the Idaho Board of Highway Directors does confirm, effective this date, said official minute dated August 10, 1950 removing from the State Highway system the section of the Idaho Central Highway from Spencer to Trade, a distance of 48.5 miles, in accordance with the description below.

The previous designation of the Idaho Central State Highway as set forth by Official Minute dated December 15, 1933, Page 166, Minute Book #6-A, is hereby modified to eliminate from said designation the section from Dubois to Spencer, said section being included in the Idaho-Montana State Highway, and to remove from the State Highway system the section from Spencer to a junction with the Yellowstone Park Highway near Trade, 21.0 miles southerly from Targhee Pass, said section being 48.5 miles in length."

WHEREAS, the State Highway Engineer, by Official Minute dated March 13, 1952, did remove from the State Highway system the Triumph Mine Road as designated by Official Minute dated December 18, 1950, page 220, Minute Book #17, and

WHEREAS, said highway is not deemed to meet the requirements for a State Highway as set forth in Sub-section (a), Section 4 of the Highway Administration Act of 1951.

NOW THEREFORE BE IT RESOLVED, that the Idaho Board of Highway Directors does hereby confirm, effective this date, said official minute dated March 13, 1952 removing from the State Highway system the road known as the Triumph Mine Road, 6.0 miles in length, as described below.

Beginning at a junction with the Sawtooth Park Highway at Gimlet and extending along the East Fork of Wood River for a distance of approximately 6.0 miles, all in Blaine County."

WHEREAS, the Idaho Commissioner of Highways, by Official Minute dated May 29, 1951, did designate as a part of the State Highway system the Preston-Fairview Highway, and

WHEREAS, although said minute was not entered in the Book of Official Minutes of the Department of Highways, it is deemed that said highway meets the requirements for a State highway as set forth in Sub-section (a) Section 4 of the Highway Administration Act of 1951.

NOW THEREFORE BE IT RESOLVED, that the Idaho Board of Highway Directors does hereby confirm, effective this date, said official minute dated May 29, 1951 designating as a State highway the Preston-Fairview Highway, 6.387 miles in length as described below.

Preston-Fairview Highway. Beginning at a junction with the Yellowstone Park Highway in Preston and extending southerly via State Street to the south city limits of Preston, thence continuing southerly via Fairview to the Utah State Line."

July 23-25, 1953

"WHEREAS, the Idaho Commissioner of Highways, by Official Minute dated May 8, 1950, did designate as a part of the State Highway system the Payette Spur of the Old Oregon Trail, and

WHEREAS, although said minute was not entered in the Book of Official Minutes of the Department of Highways, it is deemed that said highway meets the requirements for a State Highway as set forth in Sub-section (a) Section 4 of the Highway Administration Act of 1951.

NOW THEREFORE BE IT RESOLVED, that the Idaho Board of Highway Directors does hereby confirm effective this date, said official minute dated May 8, 1950, designating as a State Highway the Payette Spur of the Old Oregon Trail, 1.398 miles in length as described below.

Payette Spur, Old Oregon Trail Highway. Commencing at a junction with the Old Oregon Trail at Third Avenue and Main Street in Payette, Payette County, thence via Third Avenue and Sixth Street to the Idaho-Oregon State line northwest of Payette."

"WHEREAS, the Idaho Commissioner of Highways, by Official Minute dated March 23, 1951, did designate as a part of the State Highway system the Kamiah-Green Creek Highway, and

WHEREAS, although said minute was not entered in the Book of Official Minutes of the Department of Highways, it is deemed that said highway meets the requirements for a state highway as set forth in Sub-section (a) Section 4 of the Highway Administration Act of 1951.

NOW THEREFORE BE IT RESOLVED, that the Idaho Board of Highway Directors does hereby confirm, effective this date, said official minute dated March 23, 1951, designating as a State Highway the Kamiah-Green Creek Highway, 15.08 miles in length as described below.

Kamiah, Green Creek Highway. Beginning at a junction with the Nez Perce Highway at 5th and Pine Streets in Kamiah, and extending southerly via Pine Street to the west city limits of Kamiah, thence continuing westerly via Lawyers Canyon and Seven Mile Canyon to a junction with the Grangeville - Harvard Highway near Green Creek."

"WHEREAS, the Idaho Commissioner of Highways, by Official Minute dated May 4, 1951, did modify the description of the Payette-Emmett State Highway as set forth by Official Minute dated December 31, 1930, Page 225, Minute Book #4, and

WHEREAS, although said minute was not entered in the Book of Official Minutes of the Department of Highways, it is deemed that said modification is in the best interests of the State of Idaho.

NOW THEREFORE BE IT RESOLVED, that the Idaho Board of Highway Directors does hereby confirm, effective this date, the modified description of the Payette - Emmett State Highway as set forth below.

July 23-25, 1953

Extending from a junction with the Old Oregon Trail at Payette in Payette County southerly and easterly along the Payette River to a junction with the Old Oregon Trail at Gottschalks Corner, thence continuing southeasterly the route overlaps the Emmett - New Plymouth Highway to a point approximately two miles southeast of the Payette - Gem County line, thence the Payette-Emmett Highway departs easterly to a junction with the Emmett Branch of the Payette Highway north of Emmett in Gem County."

The Board approved the usual subscription to the Highway Research Correlation Service in the amount of \$1,321.00, as approved the previous years.

The Board discussed standards and cost for the State Secondary Project North of Jerome (Jerome Branch, Sawtooth Park Highway, now State Highway No. 79), and considered a proposed agreement with the Highway District. The Board wants the highway removed from the System but on terms satisfactory to the Highway District and to standards comparable to those the Highway District would adopt for its own work. The Board favors a limit of about \$200,000, and wanted the suggested \$300,000 reference deleted from the proposed Board - District Agreement. District Engineer Sternberg reported that a good improvement of the three plus miles North of the Jerome city limits, with correction of the dangerous bridge and county road intersection at the Canal, would probably satisfy the Highway District, without any improvement of the remaining mileage. The State Highway Engineer was instructed to negotiate to that end with the Highway District Commissioners. *Jerome*

The Board approved the allocation of \$38,800 and the use of available stockpiled materials (valued at \$11,100) without charge for the improvement of old U.S. 95 from Genesee North, a distance of 9.936 miles, 18' X 1-1/2" roadbed, to satisfy the agreed condition precedent to removing the route from the State Highway System.

The Board considered and rejected a request by some local people that the new location of State Highway 39 be on the west side of the railroad between Springfield and Rockford. The Board indicated a preference for the east side location through Rockford, thence east to Riverside.

The Board considered the matter of the \$1,800,000 authority proposed to be granted the A.E.C. to allot funds for roads outside of the Atomic Energy Commission restriction, and emphasized that the work should be expedited. Agreements will need to be reached between the Bureau of Public Roads, the Atomic Energy Commission and the Department of Highways as to improvements to be selected, the standards and type, and other agreements as to construction. The State Highway Engineer favored having the Department of Highways handle the entire allocation and stated that a preliminary conference between the Department of Highways and the Bureau of Public Roads will be undertaken immediately.

The Board approved the early negotiation and purchase of right-of-way for U.S. 95 through Worley and U.S. 2 along Superior Avenue in Sandpoint.

July 23-25, 1953

The Board approved the July 7 proposal of Maintenance Engineer McCrea that the new residency building at Strevell be rented at \$40.00 per month, the employee to pay his own heat and light. This rate was considered low enough to induce employees to rent the State buildings rather than rent on the open market.

The Board approved the suggestion by District Engineer Salmen of the Bureau of Public Roads that when the existing bridge over the South Fork of the Payette River, State Highway 15, at Banks is replaced, the existing bridge will be reerected as a Federal Access Project to replace existing weak bridge on the County road south of Garden Valley. The access project has not been approved yet - is still pending with the Bureau of Public Roads.

The Board considered a request from Mayor of McCall that State forces perform certain road repairs as City had no equipment. The Department of Highways was authorized to do the work on a reimbursable basis, notwithstanding undesirability of this procedure on account of shortage of State personnel.

Apropos their engineering shortage, the Board agreed with the State Highway Engineer that there should be some engineer consultant contracts, with at least one "guinea pig" project soon, with careful study of comparative costs.

The Board approved expense account for Wylsie R. Platts in the amount of \$110.70 for cost of moving household goods from Shoshone to Boise.

The Board denied a request from William M. Carson, Chairman, Weiser River Flood Control Association, for State participation in a flood control project involving construction or repair of a dike near Weiser, and instructed the State Highway Engineer to inform Mr. Carson by letter of the policy necessitating such refusal.

The Board indicated desire to spend one day, preferably during the August Board meeting period, to visit and inspect roads in the Boise Valley area.

The Board instructed the State Highway Engineer to develop some general policy and procedures with respect to construction and maintenance of fences on limited access roads.

THEREUPON, the Board adjourned until 8:30 A.M. on Saturday, July 25, 1953.

July 23-25, 1953

SATURDAY - July 25, 1953

The Board reconvened at 8:30 A.M. on Saturday, July 25, with all members of the Board, the State Highway Engineer and Acting Secretary of the Board present.

By appointment, the Board met with Fentress Kuhn, operating Bogus Basin ski facility, Mr. McDonald of KGEM, John Grant, President of Bogus Basin Recreation Area, and Sib Kleffner of the Boise Merchants.

Mr. Kuhn wanted the Bogus Basin Road added to the State Highway System. He stated that attempts to finance maintenance and snow removal by the Bogus Basin management had necessitated parking fees (75 cents), which were sufficiently high to discourage business at the ski grounds. As a result, the Association had lost money and would have to close down if not relieved of these road maintenance costs. The situation could be bettered if the portion of the road in Boise County could be "gerrymandered" into Ada County, as Ada County officials were willing to maintain this road.

Mr. Floan suggested that Ada County do the Boise County section by agreement, as Boise would probably do the work for a nominal charge.

In response to urging, Mr. Rich proposed that the Board "consider" putting the Bogus Basin Road on the System, but the delegation was cautioned not to believe this meant that such action was likely to be approved.


The Board reviewed and approved the "Revised Consolidated State Highway System", which provided

- (1) a number for all unnumbered State Highway Routes.
- (2) elimination of duplicate numbers: i.e., those involving the same number for Federal-aid Routes.
- (3) informative, accurate descriptions of all routes.

This action did not involve the addition or deletion of any routes now a part of the State Highway System.

The Board completed a preliminary review of projects proposed for conclusion in the 1954 State Highway Construction Program, and instructed the State Highway Engineer and Acting Secretary to incorporate their suggestions in a complete program to be submitted to the Board at the next meeting for further consideration and approval.

THEREUPON, the Board adjourned until their next regular meeting on Wednesday, August 19, 1953 at 1:30 P.M.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
19 August 1953

July 25, 1953

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

AUGUST 19 - 22, 1953

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 2:00 P.M. on Wednesday, August 19, 1953.

Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

In Mr. Floan's absence, the two member quorum discussed informally and approved a number of routine or non-controversial items.

The Minutes of the Board meeting held July 23 - 25, 1953, were read and approved.

The Board considered eighteen contracts, bids for which were received on July 26, August 4, August 11 and August 18, 1953, and the following action was taken:

The first bids to be considered were for a Movable House at Strevell, Idaho, for which bids were received July 26, 1953. The work consists of constructing a movable house for the State of Idaho, Department of Highways, to be built at Strevell, Idaho. This is a State job. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Northside Construction Company of Jerome, Idaho, the low bidder, on August 3, 1953, in the amount of \$19,469.00; the Engineer's Estimate being \$19,925.00.

Bids for the next three projects were received on August 4, 1953.

The first bids in this group to be considered were for Maintenance Project No. 112, consisting of reconditioning and relaying 11.794 miles of road-mix bituminous surface on Highway U.S. 191 between St. Anthony and Ashton in Fremont County. This is a State job. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Barnhart & Wheeler Contractors, Inc. of Pocatello, Idaho, the low bidder, in the amount of \$26,574.10; the Engineer's Estimate being \$32,737.30. Award of contract was made on August 5, 1953.

The next bids to be considered were for Project No. S-6844(1), consisting of constructing a roadmix bituminous surface on 4.913 miles of the Howe-Northwest Road from Howe-Northwest in Butte County. This project is on the County system and is financed with Federal-aid Secondary and County funds. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Nelson & Deppe of Boise, Idaho, the low bidder, on August 5, 1953, in the amount of \$38,296.20; the Engineer's Estimate being \$41,931.70.

August 19-22, 1953

The last bids in this group to be considered were for Maintenance Project No. 94, consisting of seal coating 20.5 miles of Highway U.S. 93 from Rogerson to Godwin Corner in Twin Falls County. This is a State job. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Hoops Construction Company of Twin Falls, Idaho, the low bidder, on August 7, 1953, in the amount of \$22,140.00; the Engineer's Estimate being \$19,990.00.

Bids for the next nine projects were received on August 11, 1953.

The first bids in this group to be considered were for Project No. FI-1024(3), consisting of constructing the roadway and a plantmix bituminous surface on 4.845 miles of U.S. 30 N. from Fall Creek to Massacre Rocks in Power County. This project is on the State System and is financed with Federal-aid Interstate and State funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Woodward Construction Company of Rock Springs, Wyoming, the low bidder, on August 13, 1953 in the amount of \$413,245.50; the Engineer's Estimate being \$524,549.50.

The next bids to be considered were for Project S-2743(1), consisting of constructing a roadmix bituminous surface on 4.685 miles of the Artesian Road between Artesian City and U.S. 30 in Twin Falls County. This project is on the County System and is financed with Federal-aid Secondary and County funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Holmes Construction Company of Heyburn, Idaho, the low bidder, on August 13, 1953, in the amount of \$28,933.50; the Engineer's Estimate being \$31,113.00.

Bids were then considered for Project ST-3022(502), consisting of constructing concrete sidewalks, curbs, traffic separators and drainage for a channelized intersection at the Junction of Highway U.S. 30 and State 51 in Mountain Home, in Elmore County. This is a State project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Intermountain Company of Boise, Idaho, the low bidder, on August 13, 1953, in the amount of \$5,439.50; the Engineer's Estimate being \$5,965.00.

The next bids considered were for Maintenance Project No. 111, consisting of seal coating 19.1 miles of Highway U.S. 30 N., between Rupert and Raft River, in Cassia and Minidoka Counties. This is a State project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Helmes Construction Company of Heyburn, Idaho, the low bidder, on August 13, 1953, in the amount of \$18,144.00; the Engineer's Estimate being \$16,995.00.

The next bids to be considered were for Maintenance Projects 103, 104 and 105, consisting of seal coating 3.025 miles of Highway U.S. 10 from Coeur d'Alene easterly, 8.056 miles of Highway U.S. 95 from Coeur d'Alene northerly, and 18.726 miles of State Highway 5 from Plummer-St. Maries in Kootenai and Benewah Counties. This project is financed with State funds. The State Highway Engineer

had exercised the authority given him by the Board and had awarded the contract to McAtee & Heath of Spokane, Washington, the low bidder, on August 13, 1953, in the amount of \$26,830.00; the Engineer's Estimate being \$33,250.00.

Bids were then considered for the District No. IV Maintenance Shed at Weippe, consisting of furnishing all materials and performing all work required for the construction of a Maintenance Shed for the State of Idaho, Department of Highways, at Weippe in Clearwater County. This is a State job. The State Highway Engineer had exercised the authority given him by the Board, and had awarded the contract to Prokesh & Howry, of Boise, Idaho, the low Bidder, on August 13, 1953, in the amount of \$12,894.00; the Engineer's Estimate being \$13,000.00.

The next bids considered were for the District No. IV Maintenance Shed at Reed's Bar, consisting of furnishing all materials and performing all work required for the construction of a Maintenance Shed for the State of Idaho, Department of Highways, at Reed's Bar on State Route No. 14 in Idaho County. This is a State job. Acting on the authority given him by the Board, the State Highway Engineer had awarded the Contract to Prokesh & Howry of Boise, Idaho, the low bidder, on August 13, 1953, in the amount of \$11,786.00; the Engineer's Estimate being \$12,000.00.

Bids were then considered for Projects AS-4780(4) and F-4201(2), consisting of constructing the roadway and bituminous surface on 0.329 mile of State Highway No. 11, and on 0.483 mile of State Highway No. 9, approaches to the Greer Bridge, in Lewis and Clearwater Counties. These projects are on the State System and are being financed with Federal-aid Secondary and Primary and State funds. The State Highway Engineer had exercised the authority given him by the Board, and had awarded the contract to Sather & Sons of Yardley, Washington, the low bidder, on August 13, 1953, in the amount of \$129,694.90; the Engineer's Estimate being \$123,108.50.

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above projects.

Bids were then considered for Stockpile Project No. 91, consisting of furnishing crushed rock and gravel and cover coat material in Stockpile adjacent to Highway US-95 Alt. near Thorn Creek, in Benewah County. Bids for this project were received on August 11, 1953, and it is a State job. The State Highway Engineer recommended that the contract be awarded to James Crick & Sons of Spokane, Washington, on their low bid of \$40,250.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to James Crick & Sons. Award was made August 19, 1953.

Bids for the next five projects were received on August 18, 1953.

The first bids to be considered were for Project S-2811(1), consisting of constructing the roadway and a roadmix bituminous surface on 4.167 miles of the Base Line Road from Gannett-West, in Blaine County. This project is on the County System and is financed with Federal-aid Secondary and County funds. The State Highway Engineer recommended that the contract be awarded

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to Aslett Construction Company of Twin Falls, Idaho, the low bidder, in the amount of \$71,873.70; the Engineer's Estimate being \$72,151.60. The Board adopted the recommendation of the State Highway Engineer, and award of the contract was made on August 20, 1953.

The next bids to be considered were for Project S-4757(1), consisting of constructing the roadway and a roadmix bituminous surface on 1.191 miles of the Lewiston Orchards Road from Lewiston South, in Nez Perce County. This project is on the County System and is financed with Federal-aid Secondary and County funds. The State Highway Engineer recommended that the contract be awarded to Carbon Bros. of Spokane, Washington, the low bidder, in the amount of \$111,545.55; the Engineer's Estimate being \$112,684.40. The award to be subject, however, to concurrence of County Officials and Bureau of Public Roads. The Board unanimously adopted the recommendation of the State Highway Engineer, and authorized him to award the contract. Award was made on August 24, 1953.

Consideration was then given to the bids received for Project S-3703(1), consisting of constructing a concrete bridge and a roadmix bituminous surface on 2.212 miles of the Indian Cove Road, between the Snake River Bridge and Hammett, in Elmore County. This project is on the County System and is financed with Federal-aid Secondary and County funds. The State Highway Engineer recommended that the contract be awarded to the Nelson Gravel Company of Boise, Idaho, on their low bid of \$32,358.10; the Engineer's Estimate being \$31,940.30. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted and the Board unanimously awarded the contract to Nelson Gravel Company, subject to approval of the Bureau of Public Roads and County officials. Award of the contract was made on August 25, 1953.

The next bids considered were for Project F-3281(1), consisting of constructing the roadway and a 4-lane plantmix surface on 1.951 miles of the Old Oregon Trail, between Cole School and Fairgrounds, in Ada County. This project is on the State System and is financed with Federal-aid Primary and State funds. The State Highway Engineer recommended that the contract be awarded to the Asphalt Paving and Construction Co., Inc. of Boise, Idaho, on their low bid of \$343,850.85; the Engineer's Estimate being \$426,655.00. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to the Asphalt Paving and Construction Co., Inc. Award was made on August 20, 1953.

The last bids to be considered were for Project F-3021(4), consisting of constructing a plantmix bituminous surface and widening a 31.2' concrete bridge on 4.219 miles of U.S. 30 from New Plymouth-West, in Payette County. This project is on the State System and is financed with Federal-aid Primary and State funds. The State Highway Engineer recommended that the contract be awarded to the Asphalt Paving & Construction Company, Inc. of Boise, Idaho, on their low bid of \$152,852.82; the Engineer's Estimate being \$163,784.50. There being no questions or objections, the recommendation of the State Highway Engineer was adopted, and the Board unanimously awarded the contract to the Asphalt Paving and Construction Co., Inc. Award of contract was made on August 20, 1953.

The Board approved the expense account for State Highway Engineer Miller. Approval was also given to expense accounts of Mr. Jones for the month of July in the amount of \$32.80 and for Mr. Floan for the months of May and July in the amount of \$228.23.

Approval was given to a tentatively proposed Maintenance Agreement with Gladys Wayne for the Idaho City-Lowman road, with the understanding that legality of the Agreement would be approved by the Assistant Attorney General.

The Board proposed that Mr. Floan attend the dedication of the St. Maries Bridge on September 7, but decided not to provide representation at the Soil Conservation Convention at Idaho Falls.

The Board approved the extension of the Arimo-Downey project into Downey. Work to be done without Federal-aid.

THEREUPON, the Board adjourned until 9:00 A.M. on Thursday, August 20, 1953.

THURSDAY - August 20, 1953

The Board reconvened at 9:00 A.M. on Thursday, August 20, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board discussed an anticipated request from the Department of Law Enforcement regarding the status of the previous law governing lengths, widths and heights of motor vehicles, and number of trailed vehicles. It was believed that the 1953 legislature had repealed the portions of the old law applicable to these items without passing new legislation. It was considered desirable for the Board of Highway Directors to set up regulations incorporating provisions of old law, to be in effect pending reenactment or enactment of substitute laws by the next legislature. The Department of Motor Vehicles referred this item to the Attorney General, who had suggested above regulations.

The Board approved the State Highway Engineer's proposal to provide food storage space for the houses being constructed at Strevell at a cost not to exceed \$1,500 for storage space for the two houses.

The Board approved the State Highway Engineer's proposal to complete the plans and specifications for the District III maintenance shop at Strawberry Glen to be advertised in the winter of '53 - '54; the State Highway Engineer to fix the time that seems most opportune.

The Board approved State Highway Engineer's proposal to set up a cooperative arrangement with the Department of Motor Vehicles by which they would send all accident reports to the Department of Highways for coding, punching and totalling, and authorized extra help for this work - probably one clerk.

The Board discussed the proposal to undertake a highway needs study. Also, the Board discussed briefly the nature of our cooperation with the Governor's Committee on Finance, and requested the State Highway Engineer to obtain information as to the organization and personnel of the Governor's Board.

The Board wanted the Highway Department's needs study to proceed, but concentrating on State highways and County road needs, with little analysis of City needs.

Attendance at a number of out-of-state conventions was approved as follows:

Personnel, October 4, Los Angeles - Keith Englund
National Safety Council, October 15 - 19, Chicago - D. Crofford
Planning - W.A.S.H.O. Committee, Denver - N. F. McCoy and
E. W. Equals

Highway Research Board, Washington, D. C. - L. Erickson
W.A.S.H.O., October 7 - 9, Santa Fe - Board Members and State
Highway Engineer; possibly three others to be selected by
State Highway Engineer

5 A clipping regarding Finney's trespass on State Highway property along Coeur d'Alene Lake, criticizing Highway Department for inaction was read. The Board requested an opinion from the Assistant Attorney General as to the nature of our title - limited access - easement acquired previous to present law, and opinion as to whether criminal charge would lie for damage to State property.

A letter from Mr. Vaden, Commissioner, Richfield Highway District requesting appointment at next Board meeting was read. The Board agreed to see him, and the date was set for 3:00 P.M., September 19.

The Board met with the Right-of-Way Engineer and instructed him to condemn any hold-out portions of the proposed Wendell-Jerome Interstate road without delay, as advertising this project in September is urgently desired.

THEREUPON, the Board adjourned until 8:00 A.M. on Friday, August 21, 1953.

FRIDAY - August 21, 1953

The Board reconvened at 8:00 A.M. on Friday, August 21, with all members of the Board, the State Highway Engineer and Acting Secretary of the Board present.

The Board considered the 1954 budgets for construction and approved the 1954 construction budget totaling \$10,005,000 for projects on the State Primary System, \$3,615,000 for the State Secondary System, or a total of \$13,620,000.

A budget totaling \$3,090,000 for a County roads F.A.S. program, as submitted by Secondary Roads Engineer Short, was given informal approval. The above amount includes work estimated to cost \$379,000, Federal-aid secondary funds of \$236,453 included in approved F.A.S. programs. There is a total of

August 21, 1953

\$2,151,479 (\$236,453 above mentioned plus \$848,607 previously apportioned but not obligated, and about \$1,066,459 of 1955 F.Y. funds to be apportioned) Federal-aid for F.A.S. County projects.

The Board with Messrs. Miller, McCoy and Whaley met with Mr. Eugene Myers, Budget Director, to discuss the amount of unexpended surplus in State Highway funds. Mr. Myers opened the discussion by stating that "the Governor thinks that highway work should be operated on a narrower cash margin, and road improvements expedited accordingly." The Governor was apprehensive of criticism on account of the large cash balances. Mr. Rich and State Highway Engineer Miller explained that the highway department presented quite a different sort of operation than other State departments and that a considerable cash balance is ordinarily necessary. The cash balances ordinarily include a million or more in County and City trust funds; funds sufficient to pay contract earnings ahead of Federal-aid reimbursement, and sufficient cushion to take care of unexpected cash demands incurred by reason (for instance) of unusually favorable weather speeding up contract operations or heavy snows, cloudbursts, or floods making unusual demands for maintenance funds.

A delegation from Arco, including Messrs. J. Schoonover, John O'Connell and Fred Reich of the Butte County Chamber of Commerce, urged the improvement of State Route 22, from Arco Junction to a point about nine miles N.E. (to Pole Line Road), and of other important roads including Arco-Blackfoot and Idaho Falls-Atomic Junction. The delegation had gained the impression from local A.E.C. people that the \$1,800,000 made available by Congress to the A.E.C. would be used on various special access roads rather than on the main arterial roads and State highways in that area. The delegation was informed that the money would be allocated to State highways; the Arco-Blackfoot road, U.S. 26, being of first priority in the opinion of the Board, and that an agreement with the A.E.C. to place the funds on U.S. 26 and U.S. 20 was anticipated.

In the afternoon, the Board with Mr. Miller, Mr. McCoy and District Engineer Varian visited the roads in the Boise Valley area West of Boise, traversing U.S. 30 and S.R. 20 to Marsing, U.S. 95 and 30 to Ontario, Payette and Weiser, State Highway 52, U.S. 30 and S.R. 44 to Boise.

THEREUPON, the Board adjourned until 9:00 A.M. on Saturday, August 22, 1953.

SATURDAY - August 22, 1953

The Board reconvened at 9:00 A.M. on Saturday, August 22, with Messrs. Rich, Jones, Miller and McCoy present. Mr. Floan, Director from District No. 3 was absent.

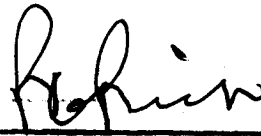
Mr. Arthur Wilson, State Land Commissioner, appeared to discuss the problem of roads providing access to and traversing the State Parks, citing Heyburn Park in particular. He stated that the 1949 Legislature made the

State Land Department responsible for the maintenance of these roads but appropriated little or no money for that purpose. The State Highway Department can perform the work by agreement, which assumed transfer of funds to pay the costs, though the funds transferred could be merely "token funds" to implement the agreement. The Highway Department has done the necessary work in the past, sometimes without an agreement, particularly if some emergency item such as snow removal had to be done immediately. Costs have not been large. The following procedure for future operations was agreed upon as desirable: (1) the Land Department should supply a list of roads within or adjacent to the State Parks, with statement of work needed and estimated cost, (2) the Land Department should present their road needs to the Legislature and request appropriation for the purpose, or (3) if laws incorporating the previous scheme fails of enactment, the Land Department should execute a written agreement with the Department of Highways, authorizing the Highway Department to do the work with funds (or token funds) provided for in the agreement.

Mr. Rich recorded request from Leon Weeks of the Cattlemens' Association for more warning signs on State Highway 15, Horseshoe Bend to Banks. The matter was referred to State Highway Engineer for review by the Traffic Engineer.

... Further discussion of the proposed regulations governing the dimensions of motor vehicles and number of trailed vehicles developed a suggestion that Senator John Bahr, Chairman of Senate Highway Committee, and Mr. Paul Vernon, Chairman of House Highway Committee, be invited to present their views as to the intent of the legislature repeal of the previous law on the subject. It was agreed that Attorney General Skylie's August 20 letter and above suggestion would be turned over to Assistant Attorney General Shepard for further report as to legal status, form of regulation approved and preparation of appropriate letter to Messrs. Bahr and Vernon.

THEREUPON, the Board adjourned until their next regular meeting on September 16, 1953.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
19 September 1953

August 22, 1953

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

September 16 - 19, 1953

According to plan, the regular September meeting of the Idaho Board of Highway Directors was held at Idaho Falls on September 16 and 17, at Pocatello on September 18 and at Boise on September 19, 1953.

Present at the meetings in Idaho Falls and Pocatello were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

WEDNESDAY - September 16, 1953

The first meeting was held at 2:00 P.M. in the office of Mr. L. E. Johnston, Manager of the Idaho Office of the Atomic Energy Commission; the following being present:

Roscoe C. Rich
David P. Jones
Leonard K. Floan
Earle V. Miller
N. F. McCoy
U. S. Senator Henry Dworshak
L. E. Johnston
Clifford R. Salmen, District Engineer,
Bureau of Public Roads

The main item of discussion here was the \$1,800,000 item set up by recent Federal law, authorizing the Atomic Energy Commission to spend this amount, out of funds previously authorized, for the improvement of public roads serving the Atomic Energy Commission, Arco Reactor Station operations. Information was requested by the Department of Highways as to correctness of information that the A.E.C. proposed to reduce actual allotment of funds to only \$800,000, assigning as a reason the deferral or "slowdown" of some A.E.C. operations for a year. It developed that orders to that effect had come from the Washington, D. C. A.E.C. Headquarters.

Senator Dworshak, Chairman Rich and State Highway Engineer Miller stressed that delaying the A.E.C. construction one year did not justify eliminating the roads as they would be needed later, and probably needed as soon as the roads could be finished even if the road work were started immediately. The A.E.C. suggested that the \$800,000 be spent on the Twin Buttes top surface and the Terr-etton Bridge, though the Highway Board indicated its preference for the Blackfoot Road, U.S. 26.

Apparently, the A.E.C. holds that the Chief of Transportation and the Bureau of Public Roads must find the roads as worthy of certification under the present Public Roads defense access criteria, notwithstanding the fact that the same Bureau of Public Roads had found previous to the new A.E.C. \$1,800,000 authorization that the roads serving the Arco-A.E.C. installations did not meet such criteria.

The Board does not want the matter of the \$1,800,000 to be dropped, as they felt that Idaho was not getting a fair break, and neither the Board nor Senator

September 16, 1953

Dworshak thought that the intent of Congress was being observed. They instructed the State Highway Engineer to make further representations to Commissioner DuPont, with copies to Senator Dworshak for his use in presenting the matter again to the A.E.C. at Washington, possibly to the Congressional Committee.

WHEREUPON, there being no further business to come before the meeting, the meeting was adjourned.

The Board then reconvened at the Bonneville Hotel in Idaho Falls.

At 3:30 P.M., Mr. Merland Clark of the Clark Concrete Construction Company and Mr. Dale Strong of the Idaho Concrete Products Company of Pocatello presented a plea for more favorable opportunity for use of concrete culverts on State highway work, stressing that even if concrete pipe is permitted as a general alternate, size for size, with corrugated metal culverts, the requirement that metal be used for pipe arch ("squashed" pipe) and for soldered siphon pipe usually resulted in the entire contract going for metal pipe. The concrete pipe people claimed they could compete on even basis, size for size, if concrete were permitted in siphons and their claim accepted that round concrete pipe provided carrying capacity equal to a "squashed" metal pipe of equal height.

The Board directed the State Highway Engineer to investigate the matter again, and indicated that they may consider requiring P.C.C. pipe on some projects.

At 4:00 P.M., the Board heard a request from Mr. Walter Grossenbach of the Greentimber Road Improvement Association. He requested (1) that the County road from the Junction with State Highway east of Marysville, east via Indian Lake vicinity, to a connection with U.S. 89-287 in Wyoming, south of the South Entrance to Yellowstone Park, be established as a State highway in Idaho; (2) that representations be made to bring about similar action by the Wyoming Highway Department; and (3) that this road be designated U.S. 20. He cited the need for doing that soon, before the corridor separating Yellowstone National Park and Grand Teton National Park is acquired by the Federal Government. He emphasized the importance of obtaining a public highway through that area to expedite movement of produce from the Snake River Valley to Wyoming. The Board agreed to take his request under advisement.

At 4:30 P.M., the Board met with officials of the City of Idaho Falls and the Idaho Falls Chamber of Commerce to discuss Highway Department plans for improving traffic facilities at the underpass of U.S. 191 at Yellowstone Avenue. State Highway Engineer Miller presented a sketch layout on a photographic print showing a proposal to provide a second railroad underpass for northbound traffic, and a highway overpass for traffic southbound on Yellowstone Avenue desiring to go to points in the Eastern part of the town. Mr. Rich explained that the Board was considering the inclusion of this work in the 1954 construction budget.

The State Highway Engineer discussed the matter of a parking study and agreed to send Mr. McCoy or Mr. Equals to Idaho Falls for further review of the situation.

THEREUPON, the Board adjourned.

September 16, 1953

THURSDAY - September 17, 1953

On Thursday, September 17, the Board attended an "Open Forum" meeting with the Idaho Association of County Officials and Clerks. No official actions were taken by the Board.

FRIDAY - September 18, 1953

The Board reconvened Friday morning, September 18, with all members of the Board, the State Highway Engineer and Acting Secretary present.

In the morning, the Board made a field trip on U.S. 91, Idaho Falls to Pocatello; reviewed in the field urban proposals pending in Pocatello, and met with City Officials (Hunter and Wilson) in Pocatello to discuss the City program and priorities for improvement of the urban system, as outlined in the City Commission's resolution of June 1, 1953.

At the State Highway Engineer's request, the City authorities agreed to make further engineering and cost studies of the six projects listed.

The Board adjourned at 5:00 P.M., and proceeded by train to Boise.

SATURDAY - September 19, 1953

The Board reconvened at 9:00 A.M. on Saturday, September 19, at Boise, with Messrs. Rich, Floan, Miller and McCoy present. Mr. Jones, Director from District No. 1 was absent.

The Minutes of the Board meeting held August 19 - 22, 1953 were read and approved.

Consideration was given to the bids received on August 25, September 1 and September 8, 1953. The following action was taken:

The first bids considered were for Idaho Projects S-3808(1) and S-3810(1), consisting of reconditioning the existing roadbed and constructing a roadmix bituminous surface on 2.623 miles of the Paradise Valley Road and on 4.190 miles of the Pasadena Valley Road from Glenns Ferry-East in Elmore County. These projects are on the County road system and are financed with Federal-aid secondary and county funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Aslett Construction Company of Twin Falls, Idaho, the low bidder, on August 28, 1953, in the amount of \$60,812.60; the Engineer's Estimate being \$72,133.40. Bids were received on August 25, 1953.

Bids for the next six projects were received on September 1, 1953.

The first bids in this group to be considered were for Project S-3750(2), consisting of constructing a 93' concrete bridge and approaches on 0.268 mile of the Middleton-South Road, between Middleton and U.S. 20, in Canyon County. This project is a County job and is financed with federal-aid secondary and county funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to J. O. Young & Son of Nampa, Idaho, the low bidder, on September 3, 1953, in the amount of \$21,824.25; the Engineer's Estimate being \$25,071.50.

The next bids to be considered were for Project ST-2727(502), consisting of repairing and redecking the Rock Creek Bridge at Twin Falls, in Twin Falls County. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Progressive Builders of Twin Falls, Idaho, the low bidder, on September 2, 1953, in the amount of \$47,968.00; the Engineer's Estimate being \$65,800.00.

Consideration was then given to the bids received for Projects S-6712(1) and S-6855(1), consisting of constructing a bituminous surface on 3.953 miles of the Oakland Valley Road and a concrete culvert and bituminous treated surface on 4.111 miles of the New Sweden Road, through Oakland Valley and from New Sweden west, in Bonneville County. These projects are on the County road system and are financed with Federal-aid secondary and County funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Barnhart & Wheeler Contractors, Inc. of Pocatello, Idaho, the low bidder, on September 2, 1953, in the amount of \$47,438.40; the Engineer's Estimate being \$54,141.89.

The next bids considered were for Project S-3878(1), consisting of constructing the roadway and a 23.2 foot concrete bridge on 5.801 miles of the Midvale-Crane Creek Road between Midvale and Crane Creek Reservoir in Washington County. This is a County job and is being financed with Federal-aid secondary and County funds. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Nampa Asphalt & Paving Company of Nampa, Idaho, the low bidder, on September 3, 1953, in the amount of \$73,121.50; the Engineer's Estimate being \$93,593.00.

Bids were then considered for Projects S-4769(1) and S-4769(2), consisting of constructing two concrete bridges and bituminous surfaced approaches on the Spalding-Kendrick Highway, through Kendrick and Juliaetta, in Latah County. These projects are on the State system and are being financed with Federal-aid secondary and State funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Kenaston & Huntley of Lewiston, Idaho, the low bidder, on September 17, 1953, in the amount of \$194,712.50; the Engineer's Estimate being \$211,503.15.

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above projects.

The next bids to be considered were for Project S-5750(2), consisting of constructing roadway approaches and four concrete bridges on 0.583 mile of the Pine Creek Road between Pine Creek and Masonia in Shoshone County. This is a County project and is financed with Federal-aid secondary and County funds. The State Highway Engineer recommended that all bids be rejected as the low bidder was above the ten per cent of the Engineer's Estimate, which was \$74,079.80. There being no objections or questions, the Board unanimously adopted the recommendation of the State Highway Engineer and all bids were rejected; the project to be readvertised for the September 29 bid letting.

The last bids to be considered were for Projects S-6760(1) and S-6774(1), consisting of constructing the roadbed and a roadmix bituminous surface on 6.720 miles of the Parker-Thornton Road, Burton Loop Section, and a roadmix bituminous surface on 2.257 miles of the Moody Road and Extension, in Madison and Fremont Counties. Bids for these projects were received on September 8, 1953. These

projects are on the County road system and are being financed with Federal-aid secondary and County funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Marion J. Hess of Malad City, Idaho, the low bidder, on September 9, 1953, in the amount of \$132,498.55; the Engineer's Estimate being \$148,911.70. There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above project.

The matter of condemnations was then taken under consideration, and the following Orders were signed by the Board and approved by the State Highway Engineer under date of September 19, 1953:

The Board considered the report and recommendations submitted on Project FI-2023(4) in Jerome County, and find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the North Side Highway, between Wendell and Jerome, are necessary for such use, and further, that it is determined that the Highway Department and owners of said lands have been unable to agree on the purchase price, as a result of which, said lands should be condemned as follows:

Parcel No. 16, Frank McVey and Ruth McVey, his wife, are the owners of the $N\frac{1}{2}SW\frac{1}{4}$ of Section 14, Township 8 South, Range 16 East, Boise Meridian..

Parcel No. 19, Mary K. Nutsch, a widow, is the owner of the $S\frac{1}{2}SE\frac{1}{4}$ of Section 14, Township 8 South, Range 16 East, Boise Meridian, mortgaged to the Grace M. Shirley Estate.

Therefore, it is ordered that the Legal Department shall file condemnation suits in the proper Court against the owners of said property, to determine the value thereof.

The Board considered the report and recommendations submitted on Project F-4114(2) in Nez Perce County, and find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the North and South Highway between Lewiston and Spalding is necessary for such use, and further, that it is determined that the Highway Department and owners of said lands have been unable to agree on the purchase price, as a result of which, said lands should be condemned as follows:

Parcel No. 6, Dunclick, Inc. is the owner of Lots 2, 3, 7, 8, 9, 10 and 11 of Block 10, Enterprise Addition to Lewiston, mortgaged to the Reconstruction Finance Corporation.

Parcel No. 8, Everett B. Stranahan and Luella Stranahan, his wife, are the owners of Block 1, Stranahan First Addition to Lewiston.

Parcel No. 22, Harold Campbell and Wilma Campbell, his wife, Harley Longfellow and Mary I. Longfellow, his wife, are the owners of a portion of Lot 2 of Section 28, Township 36 North, Range 5 West, Boise Meridian.

Therefore, it is ordered that the Legal department shall file condemnation suits in the proper Court against the owners of said property, to determine the value thereof..

September 19, 1953

The Board considered the report and recommendations submitted on Project F-5116(3) in Bonner County, and found that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Sandpoint Bridge approaches are necessary for such use, and further, that it is determined that the Highway Department and owners of said lands have been unable to agree on the purchase price, as a result of which, said lands should be condemned as follows:

Parcel No. 4, Claude Bailey and Marion Bailey, his wife, are the owners of Lots 19, 20 and 21 of Block 8 and Lots 21, 22 and 23 of Block 9 of Lakeside Place.

Therefore, it is ordered that the Legal Department shall file condemnation suit in the proper Court against the owners of said property, to determine the value thereof.

The Board confirmed the State Highway Engineer's proposal to appeal the four awards on the Malad project FI-1031.

The Board approved expenditure vouchers for moving household goods for James H. Cairns in the amount of \$461.90 and for John A. Phelps in the amount of \$184.00..

Approval by the Board was given to the employment of Robert B. Hodge as Assistant Attorney General on a half time basis.

The Board requested the State Highway Engineer and Assistant Attorney General Shepard to discuss with the Attorney General the per diem employment of competent local lawyers to try condemnation cases.

A report from Regional Forester Olsen regarding the maintenance of the Bogus Basin Road was then read.

The Board discussed with Mr. A. P. Bunderson, Superintendent of Idaho State Police and Assistant Attorney General Shepard the proposed regulation to control vehicle sizes and vehiclular "trains". Mr. Shepard believed that regulation may not be legal but would probably be effective in the interim pending next legislature. Mr. Rich wants regulation to follow requirements of old law (which seems to have been inadvertently rescinded), to have Mr. Bunderson and Mr. Shepard review and check with Smylie, and have regulation drafted and ready in November for action in December or January; probably the latter.

Mr. Shepard stated that he thought the regulation could apply only to State highways.. He stated that Counties could pass similar legislation but doubted that they would.

The Board then met with John Corlett of the Boise "Statesman" and discussed informally the Owyhee County Bond Road, attendance of Idaho Highway Officials at out of state meetings, and other matters of public interest.

The Board approved, for submission to the Governor, Out-of-State Travel Requests for attendance of the three Board members and State Highway Engineer at the meeting of the Western Association of State Highway Officials..

September 19, 1953

The Board approved the design of entrance signs at State line, with slight modifications; the sign to read: "Welcome to Idaho - The Gem State", with U.S. shield on the Panhandle; the sign to be shaped like the State and preferably of concrete. The exact dimensions were not fixed.

The Board discussed with Mr. Bunderson the additional room desired at the Port of Entry stations. The Board requested a written request from Mr. Summers, Commissioner of Law Enforcement, justifying the added room, listing sites where most needed and placing priorities on all of them. Mr. Bunderson was apprehensive as to facilities needed for registering new trucks.

The Board discussed briefly with State Highway Engineer Miller and Bridge Engineer Albrethsen the Public Hearing to be held October 10 at Sandpoint by U.S. Army Engineers to consider navigation clearances for the Sandpoint Bridge.

The proposed Maintenance Budget and the proposed Survey and Right-of-Way Budget for 1954 were reviewed briefly. Action was deferred until the October meeting.

The Board read a Resolution dated August 10, 1953 from the Clark County Commissioners requesting further improvement of State Route 22 from Dubois West to Lidy Hot Springs. Action on the resolution was deferred for further consideration when traffic demands justify.

State Highway Engineer Miller read a letter from L. L. Weeks, Secretary of the Idaho Automobile Dealers Association, advising that the Idaho Automobile Dealers Association will be glad to cooperate with the Idaho Department of Highways and Board of Highway Directors in a program to better Idaho highways.

The Board then discussed the letter dated September 3 from Regional Forester C. J. Olsen to Chairman Rich stating Forest Service's obligations and policies with respect to maintenance of the Bogus Basin Road. In summary, the Forest Service has maintained the road (by blading in spring maintenance) from the Forest Boundary (also the Boise-Ada County line) easterly to Bogus Basin; Ada County has maintained from Boise to the Boise County line, but the Forest Service has no funds that could be used for snow removal to keep roads open for public travel. The letter was filed with the State Highway Engineer for his information.

The State Highway Engineer read to the Board a letter dated September 5 from the Secretary of the Glens Ferry Chamber of Commerce with regard to the relocation of U.S. 30 through the town. The Board requested that a further study be made regarding costs of separation facilities at Elmore Street - 1 way vs. 2 way - acceleration lanes as well as the feasibility of the other Chamber of Commerce requests. The State Highway Engineer stressed the possible importance of not preventing the town's growth to the North.

With respect to request for travel authority for the Traffic Engineer to Buffalo, the Board decided to let the State Highway Engineer decide whether this authority or one for the Safety Director to Chicago would be approved, but not both.

The Richfield Highway District presented a request for the addition of a road from the end of the Richfield Spur westerly to the Ice Caves. The Board refused to consider it as a State Highway but did agree to present it to the Bureau of Public Roads as a County Federal-aid Secondary. With respect to the elimination of the Richfield Spur from the State Highway System, the Highway District would consider such action if the Northerly three miles is improved and paved. It appears that this matter of snow removal can be handled by the Highway District's V-plows except when snow is unusually heavy, in which case the Highway Department could supply a Snogo on a cost basis. The State Highway Engineer was instructed to arrange for the Secondary Roads Engineer to inspect the proposed extension promptly.

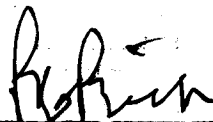
A delegation representing the "North Side Communities, Incorporated" then met with the Board. The delegation included John Hosman and W. B. Churchman of Jerome, Abe Loewen and L. G. Burress of Gooding, and O. N. Garrett of Fairfield.

The delegation requested better signing at the Junction of State Route 25 and U.S. Highway 26, east of Bliss. The Board directed the State Highway Engineer and the Traffic Engineer to study the problem and determine what, if any, improvement can be effected.

The delegation also requested that State Route 25 from Rupert to Bliss be designated U.S. 30 N., and presented a resolution to that effect, with letters signed by the Chambers of Commerce of Fairfield, Rupert, Jerome and Gooding, citing that State 25 now provides the shortest, fastest and least hazardous route through the Snake River Valley. The Board refused to make an immediate decision but directed the State Highway Engineer to study the item carefully and make a recommendation. The Board emphasized the fact that final approval rested with the Executive Committee of the A.A.S.H.O. who was generally opposed to "Alternate Routes."

Locating Engineer Johnson presented maps which the Board approved, showing proposed relocation of U.S. 20-191, West of the Ashton Business District, including specifically the use of the present County road with 120 feet width of right-of-way just west of the high school. His map showing proposed relocation of U.S. 30 N., U.S. 30 S., and U.S. 30, North and East of Burley, including a new location for the Heyburn Bridge was also approved.

THEREUPON, the Board adjourned until their next regular meeting in October, the exact date to be announced later.



R. C. RICH
Chairman, Board of Highway Directors

Done at Boise, Idaho
October 21, 1953

September 19, 1953

MINUTES OF THE REGULAR MEETING OF IDAHO BOARD OF HIGHWAY DIRECTORS

WEDNESDAY - October 21, 1953

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 9:00 A.M. on Wednesday, October 21, 1953.

Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

The Board discussed informally a number of items affecting highway procedures and policies and then proceeded to the regular agenda.

The Minutes of the Board meeting held September 16 - 19, 1953 were read and approved.

The Board reviewed the results of the Bid openings held September 29, October 6, October 13 and October 20, and the following action was taken:

The first bids considered were for Project No. F-5121(2), consisting of constructing the roadway and a roadmix bituminous surface on 2.221 miles of the Clarks Fork Highway in Bonner County. This is a Federal-aid Primary and State participation project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Clifton & Applegate of Yardley, Washington, the low bidder, on October 2, 1953, in the amount of \$372,108.20; the Engineer's Estimate being \$341,839.00

The next bids to be considered were for Project No. S-5750(2), consisting of constructing roadway approaches and four concrete bridges on 0.583 mile of the Pine Creek Road between Pine Creek and Masonia in Shoshone County. This project is on the County System and is financed with Federal-aid Secondary and County funds. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to Hansen & Parr Construction Company of Spokane, Washington, the low bidder, on October 2, 1953, in the amount of \$89,828.30; the Engineer's Estimate being \$83,079.80.

Bids for these two projects were received on September 29, 1953.

Bids for the next two projects were received on October 6, 1953.

Consideration was then given to the bids received for Project No. F-2391(4), consisting of constructing the roadway and a bituminous surface treatment on 7.231 miles of U.S. 93 from Meteor to Point Ranch in Twin Falls County. This project is on the State system and is financed with Federal-aid Primary and State funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Peter Kiewit Sons' Company of Idaho Falls, Idaho, the low bidder, on October 8, 1953, in the amount of \$412,180.00; the Engineer's Estimate being \$415,879.50.

October 21, 1953

The next bids to be considered were for Project No. S-1721(1), consisting of constructing the roadway and a roadmix bituminous surface on 5.191 miles of the Roosevelt Highway from Springfield East and West in Bingham County. This project is on the State system and is financed with Federal-aid Secondary and State funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to the Twin Falls Construction Company of Twin Falls, Idaho, the low bidder, on October 8, 1953, in the amount of \$235,935.50; the Engineer's Estimate being \$274,611.65.

Bids for the next project were received on October 13, 1953.

Consideration was given to the bids received for Project ST-1024(504), consisting of constructing the roadway and a roadmix bituminous surface on 0.652 mile of US-30 N. from Pocatello-West in Bannock County. This is a State financed project. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to the Western Construction Company of Pocatello, Idaho, the low bidder, on October 14, 1953, in the amount of \$39,223.00; the Engineer's Estimate being \$53,326.60.

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above projects.

The last bids to be considered were for Project No. S-3785(1), consisting of constructing 71 foot and 315 foot concrete bridges and approaches on 0.294 mile of the Barber Road across the Ridenbaugh Canal and Boise River at Barber in Ada County. Bids were received for this project on October 20, 1953. It is on the County system and is financed with Federal-aid Secondary and County funds. The State Highway Engineer recommended that this contract be awarded to Quinn Bros. & Robbins of Boise, on their low bid of \$77,470.38; the Engineer's Estimate being \$82,147.50; the award subject, however, to concurrence by the Bureau of Public Roads and Ada County. There being no questions or objections, the recommendation of the State Highway Engineer was adopted, and the Board unanimously ordered the award of the contract to Quinn Bros. & Robbins, when concurred in by the above. The contract was awarded October 22, 1953.

The Board approved expense claims for moving household goods for Norman C. Tallmadge from Bonners Ferry to Weiser, in the amount of \$81.58; for H. B. Sternberg from Shoshone to Rigby, in the amount of \$172.79; and for Jack Miles from Blackfoot to Jerome, in the amount of \$21.00. Expense accounts for members of the Board and State Highway Engineer were reviewed and approved. Expense claims for the members of the Board were approved in the following amounts: Mr. Rich - \$312.09 for the months of August, September and October; Mr. Floan - \$112.30 for the months of August, and September; and Mr. Jones - \$125.16 for the months of August, September and October.

The matter of condemnations was then taken under consideration, and the following Orders were signed by all members of the Board and Approved by the State Highway Engineer under date of October 21, 1953:

The Board, having considered the report and recommendations submitted on Project F-5116(3) find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Sandpoint Bridge Approaches is necessary for such use, and further, that it is determined that the highway department and owner of said lands have been unable to agree on the purchase price, as a result of which, said lands should be condemned as follows:

October 24, 1953

Parcel No. 2, Doris Buck, a divorced woman, is the owner of a portion of Lot 3 and the SE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 2, Township 56 North, Range 2 West, Boise Meridian.

Therefore, it is Ordered that the Legal Department shall file a condemnation suit in the proper Court against the owner of said property, to determine the value thereof.

The Board, having considered the report and recommendations submitted on Project F-4114(2) find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the North and South Highway between Lewiston and Spalding is necessary for such use, and further, that it is determined that the Highway Department and owners of said lands have been unable to agree on the purchase price, as a result of which, said lands should be condemned as follows:

Parcel No. 33, Ralph D. Vernon; Ralph D. Vernon, Administrator of the Estate of Olive Vernon; Russel Vernon and Lillian D. Vernon, his wife; Maul Pendell and C. R. Pendell, her husband; J. R. Vernon and Julia B. Vernon, his wife; E. M. Fuqua and Cassie Fuqua, original lessees; Louis A. Conrad and Helen Conrad, purchasers by bill of sale from Fuquas; Helen Conrad, Administratrix of Estate of L. A. Conrad; True's Oil Company and Don Moe, are the owners and lessees of a portion of Lot 2, Section 27, Township 36 North, Range 5 West, Boise Meridian.

Therefore, it is Ordered that the Legal Department shall file a condemnation suit in the proper Court against the owners of said property to determine the value thereof.

A letter dated October 1, 1953 from A. C. Clark, Deputy Commissioner, Bureau of Public Roads, written in reply to the State Highway Engineer's September 25 letter regarding use of \$1,800,000 authorized by Congress for roads serving the National Reactor Testing Station, west of Idaho Falls, was read. No action was taken.

The Board reviewed with the State Highway Engineer and the Right-of-Way Engineer the settlements for the Wendell-Jerome Highway (State Highway No. 25), and for the Lewiston-East section of U.S. Highway 95. The Board approved the actions taken but suggested that two or more comparative, independent estimates be obtained when a large building removal operation is involved, as the Drive-In theatre East of Lewiston. The Board discussed the need for more Right-of-Way men, including appraisers, and methods for recruiting and training them. The Board also declared that the Department of Highways should engage on per diem basis local lawyers of high standing to try condemnation cases.

Resolution No. 1 of the W.A.S.H.O., urging that the Department of Commerce, the U. S. Bureau of the Budget and the appropriate appropriation Committee of the Congress take necessary steps to effect appropriation of \$30,900,000 authorized for the 1953-1954 fiscal year Forest Highway Funds, and \$22,500,000 of the 1955 fiscal year authorization, was read. The State Highway Engineer informed the Board that he would transmit the Resolution as President of the W.A.S.H.O. The Board directed that copies be sent to Senator Dworshak and the other Idaho Congressional delegation.

A letter from Mayor Gardner of Coeur d'Alene, advising that citizens and officials of the City were in general agreement with the Department of Highways' proposal for a "bypass" or "expressway" in the Northeast quadrant of the City, was read by the State Highway Engineer. The State Highway Engineer informed the Board that he expected to reach tentative decisions soon as to details of location, standards of design, width of right-of-way and estimated costs, and type of access rights to be acquired. It was agreed that a meeting between City officials and the Board of Highway Directors would be held in the spring of 1954.

A letter from the Commissioner of Law Enforcement requesting a 12 X 16 addition to the Ports of Entry Buildings at Beech's Corner, McCammon and Hollister was read. The Board approved \$3,000 for each of these three buildings to be included in the 1954 Budget.

Letter from S. E. Brady requesting that the Big Springs Loop, South and East of Mack's Inn in Fremont County, be added to the State Highway System was read. The Board's decision was that this road should not be added to the State highway system.

The Board read a letter from Caribou County Commissioners requesting that the old steel salvaged from the bridge (2 - 120' spans) over Bear River (Franklin County) be turned over to them for use. This was considered later in connection with a similar request from the Franklin County Commissioners, reported elsewhere in these Minutes. While no decision as to recipient was reached, the Board decided at this time not to charge for the transfer of such structures, and in general to give surplus structures to Counties that can make the most beneficial use of them. Possibly each County can make beneficial use of one span. The State Highway Engineer was instructed to write both Counties to that effect.

The Board approved a proposal from the State Highway Engineer that Bids for the Strawberry Glen Maintenance Shop Building be advertised for opening either on November 17 or November 20, including the overhead crane and all work estimated by the Architects at \$286,000.

The Board agreed that one Board member, the State Highway Engineer and two employees of the Department of Highways, to be designated by the State Highway Engineer, be authorized (subject to the Governor's approval) to attend the A.A.S.H.O. Convention at Pittsburgh, November 11, 12 and 13. The Board requested the State Highway Engineer to include in future budgets an item for Out-of-State travel and to obtain from the Accounting Department a statement of such costs for the past two years.

The Board decided not to send a representative from the department to the meeting of The Council of State Governments, Western Regional Conference, to be held November 18 and 19 at Los Angeles. It was suggested, however, that the matter be called to the attention of Mr. Paul Vernon, who could represent the State as Chairman of the House Highway Committee.

The Board reviewed and approved the Construction Budget for 1954, including projects to be carried over from the '53 Budget, some additional projects and revisions and modifications in items previously approved. The Board also approved the 1954 Survey and Right-of-Way Budget and the 1954 Contract Maintenance Budget, after transferring the larger items to the Construction Budget.

Mr. Rich requested the State Highway Engineer to complete location investigations of the State highway system through Montpelier and make final determination of the routing of U.S. 30 N. and U.S. 89 through that City.

The Board approved a proposal from the State Highway Engineer that the Urban Engineer be transferred from the Engineering Division to the Planning Division.

The Board also approved a proposal of the State Highway Engineer that a general policy be developed with respect to right-of-way widths in urban areas, obtaining of access rights, and provision for side-service roads. It was agreed that the use of the term "Bypass" should be discouraged; "Expressway" being preferable.

The State Highway Engineer reported the decision of the U.S. Army Engineers regarding the proposed new Sandpoint Bridge. Two protestants demanded greater vertical and horizontal clearances; the result being that the U.S. Army Engineers are demanding a draw span which would cost about \$175,000. The State Highway Engineer has written the two protestants, Mr. Kennedy (Pile Driver) and Diamond Match Company (log "brails") to see if arrangements cannot be made to satisfy them without the draw span.

THEREUPON, the Board adjourned until 9:00 A.M. on Thursday, October 22, 1953.

THURSDAY - October 22, 1953

The Board reconvened at 9:00 A.M. on Thursday, October 22, with all members of the Board, the State Highway Engineer and Acting Secretary present.

During the morning session various routine matters were discussed.

In the afternoon, the Board received by appointment the Franklin County Board of Commissioners who appeared principally to request that the abandoned Bear River Bridge at Cleveland be turned over to the County and reset at a stream crossing North of the town of "Mink Creek". The Board took no action; plans to make decision at November meeting in connection with Caribou County's request for the same abandoned structure. The delegation included C. L. Swenson, Wm. E. Crane, D. A. Nash and Angus Condie, Chairman. The Board discussed informally with them the possibility that Congress may not appropriate Forest Highway Funds, which are needed for the Strawberry-Sharon road. State plans respecting the Preston-Dayton road, the Grace-Preston road, and the Clifton-Weston road were also discussed.

A delegation from the Twin Falls Chamber of Commerce, representing also the Magic Valley U.S. 30 Association, appeared. The delegation included the following: E. Pugmire of Hagerman, Howard Moffat, Secretary, Twin Falls Chamber of Commerce, Barney Carlson, N. V. Sharp, and Morris Eckert of Twin Falls. Their main discussion referred to request by citizens living along State Highway 25 to have it classified as U.S. 30 N. from Rupert to Bliss, which this delegation opposed. No action was taken. The Board heard their argument that such designation was premature. The delegation also asked that improvement of present U.S. 30, Twin Falls to Bliss, be progressed at same rate as State 25. Mr. Rich advised them that the Board was considering programming a new bridge and approaches, replacing existing Malad River Bridge on U.S. 30, Northwest of Hagerman, for the 1954 Construction Budget.

A delegation representing business interests on U.S. 30, West of Boise, cited hardships caused them by the current construction between Fairgrounds and Cole School. The delegation included E. L. Annin (spokesman), storekeeper; Mrs. Garner (assistant spokesman), Boise Motel; Al Travelstead, Howdy Pardner Drive Inn; and Tom Brown, Pumice Products. They complained of alleged needless closing of road with accompanying loss of business. They wanted to know what they could expect in future during the remainder of the construction. They were informed by District Engineer Varian and Resident Engineer Anderson that previous closings, while pipe was installed, were unavoidable, and that the road could not be completed without some inconvenience. The State Highway Engineer pointed out that the abutting property owners were obtaining essentially a new street without cost to them. The delegation was assured that future closings would be held to a minimum but some were unavoidable, particularly during reconstruction of the base and the new top surfacing, even though pavement would be laid one side at a time. The Board requested that week-end closures be avoided.

A delegation representing State Highway 15 and U.S. 95 in Adams, Boise and Valley Counties appeared mainly to inquire about the department of highway's plans for snow removal. The delegation included Senators Freeman, Morgan and Huff and Representative Paris. Senator Freeman acted as spokesman and seemed quite apprehensive about 1953-'54 snow removal plans. He was assured that the department had more equipment than ever before and that the delegation should feel confident that the problem would be well handled. The Maintenance Engineer said that the patrol system was new and there might be some initial "bugs" to eliminate, but he anticipated no great trouble if normal weather prevailed. Maintenance patrolmen have been authorized to hire men and rent equipment as needed to meet unusual situations. A principal danger was that patrolmen unduly anxious to avoid expense might refrain too long from getting men and equipment. The Maintenance Engineer stated that a careful check would be made to insure that each maintenance man had a telephone.

Senator Freeman criticized some employees of the department rather harshly. The Board did not subscribe to his views, generally expressing their opinion that the quality of maintenance was improving and that the new patrol section scheme has promoted efficiency.

THEREUPON, the Board adjourned until 9:00 A.M. on Friday, October 23, 1953.

FRIDAY - October 23, 1953

The Board reconvened at 9:00 A.M. on Friday, October 23, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board devoted the morning to the discussion of a number of items presented by the State Highway Engineer.

The Assistant Attorney General presented Opinion of October 22 from the Attorney General's office that the Board had the legal authority to promulgate a regulation to be effective January 1, 1954, setting length-width-height minima for vehicles. The Board thereupon instructed the State Highway Engineer to present the Regulation to the Board at the November meeting. The Regulation would follow the old law, would be enacted at the November meeting to be effective January 1, and the official minutes and subsequent press release were to cite the Opinion.

The Board read and ordered filed a letter dated October 21, 1953, from Governor Jordan discussing utilization of State highway funds.

The Board read and ordered filed a resolution dated October 13, 1953, from the International Four State Highway Association.

Mr. Floan proposed, Mr. Rich and Mr. Jones concurring, that the policy be established to acquire all rights-of-way in fee simple and that the Department of Highways be so instructed.

Senator John Bahr of Camas County appeared and requested that the location of State Highway 46, extending southerly from the junction East of Fairfield, follow the present routing (5-mile corner) rather than a routing one mile westerly therefrom (4-mile corner). The highway department had adopted the 4-mile location and were willing to consider the County's desires. The County officials had not objected to the 4-mile location. The State Highway Engineer agreed to study the item further. Senator Bahr also urged that State Highway 22 be improved from Fairfield easterly to a junction with U.S. 93. The Board indicated that it was giving favorable consideration to setting up a 3-year program for the construction of this gap.

October 23, 1953

In the afternoon, the Board met with Senator Henry Dworshak, U. S. Forest Service Officials, and representatives of the U. S. Bureau of Public Roads. The following were present:

R. C. Rich
 L. K. Floan
 D. P. Jones
 E. V. Miller
 N. F. McCoy
 A. Sherwood
 Henry Dworshak, U. S. Senator
 C. J. Olsen, Regional Forester, Ogden
 P. D. Hanson, Regional Forester, Missoula
 A. L. Anderson, Regional Engineer, Ogden
 H. R. Jones, Regional Engineer, Missoula
 L. Moncrief, Assistant Regional Forester, Ogden
 H. D. Flock, U. S. Forest Supervisor, Boise
 C. R. Salmen, District Engineer, Bureau of Public Roads
 E. L. Jordan, Highway Engineer, Bureau of Public Roads

Senator Dworshak mentioned complaint of Lewiston people regarding (1) failure of the Grave Creek Beetle Control Access Project on State Highway 9, East of Lowell, to materialize (2) Clearwater Valley residencies are complaining about provisions made to process Idaho timber in Montana rather than developing the payrolls in Idaho.

Mr. Rich mentioned apparent conflict of interests in the demands of traffic on State highways and the demands for access to National Forests. He maintained that most Forest Highway Funds should be allocated to main State highways.

Mr. Hanson explained the demands on the Forest Service for Forest Development Roads, the large mileage and small allocation of funds, and that the Forest Service did little more than maintain the Forest Development Roads. They had no funds for making substantial improvements and were not in a position financially to make adequate improvement of roads that served communities, with appreciable volumes of traffic, other than the National Forests' needs. Mr. Hanson also explained the failure of the Lochsa Bug Control Access Project to go forward, and refuted Senator Dworshak's claim that the U. S. Forest Service was "partial to Montana." Mr. Hanson said that economics determined the direction of haul of forest products.

There followed a thorough discussion of the procedures and policies governing the programming of Forest Highway Funds, design standards and financing. The need was stressed for adequate presentations to the Bureau of the Budget, the Appropriations Committees of Congress, and the Highway Sub-Committees of Congress to the end that the '54 and '55 funds authorized by the 1952 Federal Highway Act be appropriated in full, in line with the W.A.S.H.O. recommendations. It was rumored that the Bureau of the Budget and Congressional Committees planned to reduce the appropriation far below the authorization.

In the general discussions, Mr. Rich stated his belief that Forest Highway Funds should be used mainly for serving main traffic movements on the more important highways - usually State highways - traversing the National Forests, rather than on roads serving mainly Forest Administration purposes. The Forest men took the position that roads serving community purposes in forest areas could not be adequately served by Forest Development Funds on account of their being so insufficient in amount, and that recourse to Forest Highway Funds seemed the only solution for such roads. They conceded that Federal-aid Secondary and County funds might serve the purpose.

October 23, 1953

The general conclusion was that all funds available for roads traversing or serving the forests were woefully meager. The current estimate for completing the Forest Highway System is about seventy-five million dollars for which slightly more than two million dollars is apportioned annually from current authorizations; the Forest Development Program is sufficient for maintenance only, and the State has but ten million dollars, including Federal-aid available for State highways against an estimate as high maybe as three hundred or four hundred million dollars to complete. One of the conferees said "there is nothing in the problem that can't be cured by more money."


After adjournment of the Forest Highway Meeting, the Board discussed the proposal of the Highway Users Conference for a "Highway Management" course, as outlined in a letter dated September 25 from Mr. Roy E. Jorgensen to Mr. Miller.

The Board accepted the State Highway Engineer's proposal for a "guinea pig" aerial survey, and approved the budgeting of \$35,000 for the Lava-Alexander relocation of U.S. 30 N.

The plea of the Clark Concrete Culvert Pipe Company for a more favorable deal for concrete pipe was read and held for the next session of the Board.

The Board read a memorandum from the Planning Officer, reporting on a conference with Senator Murdock, who requested that the next section of State Highway 39, Blackfoot-Springfield-American Falls, include the 5-mile East-West section running straight west from Riverside. This request seemed to be consistent with the approved 1954 Construction Budget.

THEREUPON, the Board adjourned until their next regular meeting, which was set for November 19, 20 and 21, starting at 1:30 P.M. on November 19.


 R. C. RICH
 Chairman, Board of Highway Directors

Done at Boise, Idaho
 November 17, 1953

October 23, 1953

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

November 17 - 19, 1953

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Tuesday, November 17, 1953.

Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

The Board discussed with E. L. Mathes, Traffic Engineer, the matter of establishment of Special Speed Limits and parking regulations; in particular, the matter of diagonal parking. Mr. Mathes advised that angle parking was not permitted by the new traffic law unless the Board passes a definite regulation permitting it. The Board accepted the Traffic Engineer's suggestion that the Department send a letter to all communities advising them the effective date of the new law, with a brief statement of its requirements. The Board announced as a policy the desirability of negotiating proposed agreements relative to speeds and parking rather than by arbitrary action.

The Board discussed with the State Highway Engineer the matter of a possible meeting of Western Governors and Western Highway Officials in mid-December. It has been generally agreed by the Highway Engineers of the Western States that such a joint meeting would be desirable but should be requested by the Governors; not by the Highway Administrators. It had also been agreed that each Highway Administrator could discuss the meeting individually with his own Governor, and would attend such a meeting if requested by the Governor. Mr. Floan suggested that the Governor be informed (1) of the tie, if any, between the Federal Gas Tax and the amount of the Federal Highway authorizations; (2) of what would probably happen to continuance of Federal-aid if the Federal Gas Tax were abolished.

The State Highway Engineer read the A.A.S.H.O. resolution regarding Federal-aid - total \$900,000,000 - distributed as follows: Interstate, \$250,000,000; Primary, \$292,500,000; Secondary, \$195,000,000; Urban, \$162,500,000, with a permissible interchange of $\pm 25\%$ between Primary and Secondary; a $25\% - 75\% \pm$ sliding scale on Interstate, which would be apportioned on basis of population. Proportional increase in authorizations to roads serving National Forests, Parks and Federal Reservations were urged.

The State Highway Engineer discussed the conferences at the A.A.S.H.O. convention with members of the Public Works Committee in Congress, and discussed with Commissioner Du Pont regarding anticipated decreases, and increases desired by Western States in the Forest Highway appropriation. It appeared desirable to appeal to the Idaho Congressional delegation to support the Forest Highway appropriation. Letters from Congressman McGregor (November 12) and Congressman Dondero (November 15) in regard to the W.A.S.H.O. resolution pertaining to the Forest Highway appropriation were read. No action was necessary.

The Board was informed that Senator Dworshak would urge the A.E.C. in Washington to make the full \$1,800,000 available for State highways serving the Arco National Reactor Testing Station. The State Highway Engineer informed the Board that the need for completing the Blackfoot-Arco road was much more urgent than final paving of U.S. 20, (the Twin Buttes Highway) on which the bituminous surface treatment was standing up well. The Board read Congresswoman Pfof's November 3 letter advising of certification of U.S. 20 and bridges on U.S. 28 near Terreton as important to the National Defense.

November 17-19, 1953

The Board reviewed and approved the 1954 Budget for Construction, Contract Maintenance, Surveys and Advance Right-of-Way. Press Release covering this Budget was also approved for publication on Wednesday, November 25.

The Minutes of the Board meeting held October 21 - 23, 1953, were read and approved.

The Board reviewed the results of the bid openings held October 27, November 3, November 10, and November 17, 1953, and the following action was taken:

The first bids considered were for Project S-6725(2), consisting of constructing a bituminous surface on 6.976 miles of the First Street-Iona Road, from Iona North and South, in Bonneville County. Bids were received for this project on October 27. This project is on the County system and is financed with Federal-aid Secondary and County funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Burggraf Construction Company of Idaho Falls, the low bidder, on October 28, 1953, in the amount of \$56,790.10; the Engineer's Estimate being \$66,559.15.

Bids for the next project were received on November 3. Bids under consideration were for Project FI-2023(4), consisting of constructing the roadway and a bituminous surface treatment on 5.767 miles of the North Side Highway, between Wendell and Jerome, in Gooding and Jerome Counties. This project is on the Interstate System and is financed with Federal-aid Primary and State funds. Acting on the authority given him by the Board, the State Highway Engineer had awarded the contract to L. T. Johnson Construction Company of Ogden, Utah, the low bidder, on November 4, 1953, in the amount of \$476,781.50; the Engineer's Estimate being \$553,534.50.

Bids for the next three projects were received on November 10, 1953.

The first bids in this group to be considered were for Project S-4782(1), consisting of constructing the roadway, a roadmix bituminous surface and a 25.6 foot concrete bridge on 6.132 miles of the Orofino-Whiskey Creek Road, between Orofino and Grangemont, in Clearwater County. This project is on the County System and is financed with Federal-aid Secondary and County funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to J. F. Konen Construction Company, Inc. of Lewiston, Idaho, the low bidder, on November 13, 1953, in the amount of \$291,169.55; the Engineer's Estimate being \$295,238.00.

The next bids to be considered were for Project S-4743(2), consisting of constructing the roadway and a roadmix bituminous surface on 7.380 miles of the Nez Perce Highway, between Mohler and Nez Perce, in Lewis County. This is a Federal-aid Secondary and State participation project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Tony Marrazzo Company of Boise, Idaho, the low bidder, on November 13, 1953, in the amount of \$594,530.10; the Engineer's Estimate being \$611,676.70.

Consideration was given to the bids received for Project S-1805(1), consisting of constructing the roadway and a bituminous surface treated surface on 4.281 miles of the Bern Road from Montpelier to Bern, in Bear Lake County. This project is on the County System and is financed with Federal-aid Secondary and County funds. The State Highway Engineer, acting on the authority given him by the Board, had awarded the contract to Germer, Abbott & Waldron of Tremonton, Utah, the low bidder, on November 13, 1953, in the amount of \$94,970.50; the Engineer's Estimate being \$109,735.00.

November 17-19, 1953

There being no questions or objections, the Board unanimously acquiesced in the action of the State Highway Engineer on the above projects.

The last bids to be considered were received on November 17 and were for Project F-4113(2), consisting of constructing the roadway and a bituminous surface treatment on 2.424 miles of the North and South Highway, between Grangeville and Fenn, in Idaho County. This is a Federal-aid Primary and State participation project. The State Highway Engineer recommended that this contract be awarded to Frank Baulne of Yardley, Washington, on the low bid of \$266,196.00; the Engineer's Estimate being \$289,888.00, the award subject, however, to concurrence by the Bureau of Public Roads. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board unanimously ordered the award of the contract to Frank Baulne, when concurred in by the above. The contract was awarded November 18, 1953.

The October expense claims for the members of the Board were approved in the following amounts: Mr. Rich, \$43.00; Mr. Jones, \$49.40; Mr. Floan, \$187.22.

The Board postponed action on the purchase of land near District Three Headquarters, Strawberry Glen, for review on the ground and further discussion with District Engineer Varian. The Board also referred back to the Assistant Attorney General for further review the proposed exchange of land at the East entrance to Wallace on U.S. 10, particularly as to the Department's liability in respect to maintenance of the wall for protection against flood damage.

The State Highway Engineer reported on a conversation he had with Deputy Commissioner C. D. Curtiss of the U. S. Bureau of Public Roads regarding roadway standards for the Jerome-North Secondary job, ST-2751(501), and the demand of the B.P.R. that the 16' one-way Hansen Bridge, just North of the Twin Falls-Hansen Bridge, Project S-2741(1), be signalized with traffic actuated lights to direct the one-way traffic. The State Highway Engineer was informed by Mr. Curtiss that the B.P.R. Washington Headquarters wanted the District Engineers to decide these things, and indicated likelihood that the State Highway Engineer's proposals should have been approved on these projects.

Chairman Rich cited complaint that inadequately cleaned construction equipment from areas infested with Halogeton had started infestations in areas previously clean. He suggested that construction equipment be sterilized before moving from infested areas. He indicated that the Livestock Association and the Bureau of Land Management may petition the Department of Highways to that effect.

THEREUPON, the Board adjourned until 9:00 A.M. on Wednesday, November 18, 1953.

WEDNESDAY - November 18, 1953

The Board reconvened at 9:00 A.M. on Wednesday, November 18, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The Board discussed at length the matter of policy regarding allowances for expenses of moving household goods of employees, particularly when transferred at the request of the Department. It was agreed: (1) If at the request of the Department, the employee should be reimbursed for the move, assuming the expenses claimed are reasonable; (2) Each case should be reviewed and passed upon the Board, after the employee has paid the expenses and presented the bill; (3) The District Engineer or Division Chief should ascertain probable costs of moves and consider such estimated costs when deciding as to the desirability of the move; (4) Generally, moving expenses should be approved only for employees considered to be permanent; (5) State trucks should not be used to transfer household goods and personal property, notwithstanding the cash saving effected by using them.

The State Highway Engineer reported that the Executive Committee of the W.A.S.H.O. had accepted Governor Jordan's invitation to hold the 1954 WASHO Convention in Idaho. The members favored Sun Valley as compared with Boise. A date in June or July was preferred. Mr. Sherwood was instructed to investigate further and ascertain available dates.

It was brought to the attention of the Board, by and through communications from the Attorney General and the Department of Law Enforcement, that limitations of motor vehicle size will be nonexistent in the Statutes of Idaho after January 1, 1954. The Board was advised that motor vehicles prior to January 1, 1954, are restricted in the following manner by Section 49-537 of the Idaho Code, as amended:

- a. No vehicle shall exceed a total outside width, including any load thereon, of eight feet, except that the width of a farm tractor shall not exceed nine feet, and excepting further, that the limitations as to size of vehicles stated in this section shall not apply to implements of husbandry including the load thereon temporarily propelled or moved upon the public highway.
- b. No vehicle unladen or with load shall exceed a height of fourteen feet.
- c. No single vehicle shall exceed a length of thirty-five feet, excepting trailer houses, and except as hereinafter provided, extreme over all dimension, inclusive of front and rear bumpers, and no vehicles equipped with a semi-trailer shall exceed a length of sixty feet over all dimension, and no combination of vehicles coupled together shall consist of more than two units and, when so combined, shall not exceed a total length of sixty-five feet; provided, however, that lumber, logging and pole hauling vehicles equipped with semi-trailers shall for the purpose of this section constitute two units; and provided further that vehicles of a length of forty feet, extreme overall dimensions, inclusive of front and rear bumpers, designed and used to carry passengers and equipped with three axles, may be operated upon such highways in the state of Idaho as may from time to time be designated by the Idaho Board of Highway Directors.
- d. No train or vehicles or vehicle operated alone shall carry any load extending more than three feet beyond the front thereof.
- e. No passenger vehicle shall carry any load extending beyond the line of the fenders on the left side of such vehicle nor extending more than six inches beyond the line of the fender on the right side thereof.

The Board has been further advised that the action of the Idaho Legislature in adopting Chapter 273 of the Idaho Session Laws of 1953 amending Title 49, Chapter 5, Idaho Code, removed the limitations on motor vehicle size imposed by Section 49-537, Idaho Code, as amended, and that the amendment and removal of size restriction will become effective January 1, 1954.

The Board has been advised by members of the Legislative committees on Highways that such action of the Legislature was an oversight and was not intended by the Legislature to remove the previous limitations on the size of motor vehicles which may be operated in the State of Idaho.

It was moved by Mr. Rich, seconded by Mr. Floan, that the following Regulation be promulgated by the Board, and there being no negative vote, the Regulation was passed, adopted and promulgated:

REGULATION

WHEREAS, the Idaho Board of Highway Directors is advised that after and following January 1, 1954, there will be no restriction on the size of motor vehicles which may be operated over and upon the highways of the State of Idaho; and

WHEREAS, it is the belief of the Idaho Board of Highway Directors that the operation of motor vehicles unrestricted as to size over and upon the highways of the State of Idaho will and does constitute a safety hazard and will endanger both the lives and property of the traveling public and the people of the State of Idaho; and

WHEREAS, by virtue of the laws of the State of Idaho, the Idaho Board of Highway Directors is empowered to close or restrict the use of any state highway whenever such closing or restricting of use is deemed by the Board to be necessary for the protection of the public; and

WHEREAS, by virtue of the Laws of the State of Idaho, the Board of Highway Directors is empowered and authorized to prescribe rules and regulations affecting state highways and to enforce compliance with such rules and regulations,

NOW, THEREFORE, after and following January 1, 1954, it shall be unlawful for any person to operate any vehicle over and upon any portion of the State Highway System or highway, road, street or alley constituting a portion of the State Highway System in excess of the limitations set forth in the following paragraphs:

a. No vehicle shall exceed a total outside width, including any load thereon, of eight feet, except that the width of a farm tractor shall not exceed nine feet, and excepting further, that the limitations as to size of vehicles stated in this regulation shall not apply to implements of husbandry including the load thereon temporarily propelled or moved upon the public highway.

b. No vehicle unladen or with load shall exceed a height of fourteen feet.

c. No single vehicle shall exceed a length of thirty-five feet, excepting trailer houses, and except as hereinafter provided, extreme over all dimension, inclusive of front and rear bumpers, and no vehicle equipped with a semi-trailer shall exceed a length of sixty feet over all dimensions, and no combination of vehicles coupled together shall consist of more than two units and, when so combined, shall not exceed a total length of sixty-five feet; provided, however, that lumber, logging and pole hauling vehicles equipped with semi-trailers shall for the purpose of this regulation constitute two units; and provided further that vehicles of a length of forty feet, extreme overall dimensions, inclusive of front and rear bumpers, designed and used to carry passengers and equipped with three axles, may be operated upon such highways in the state of Idaho as may from time to time be designated by the Idaho Board of Highway Directors.

d. No train or vehicles or vehicle operated alone shall carry any load extending more than three feet beyond the front thereof.

e. No passenger vehicle shall carry any load extending beyond the line of the fenders on the left side of such vehicle nor extending more than six inches beyond the line of the fender on the right side thereof.

November 18, 1953

Dated this 18 day of November, 1953.

IDAHO BOARD OF HIGHWAY DIRECTORS

R. C. Rich, Chairman

L. K. Floan, Member

D. P. Jones, Member

It was moved by Mr. Jones, seconded by Mr. Floan that the Assistant Attorney General be directed to take all necessary steps to fulfill the legal requirements of promulgation and publication of the regulation. There being no negative vote, this was unanimously adopted by the Board.

The Assistant Attorney General stated that enforcement, according to the Attorney General, would be by the Department of Law Enforcement. The State Highway Engineer suggested publication in official newspaper in each County.

It was decided to use dimensions exactly as in the old Law, as meeting with intent of legislature, notwithstanding that conformity with other States' laws might indicate desirability of changes (such as reducing maximum height from fourteen feet to twelve feet six inches in effect in most other States).

THEREUPON, the Board recessed until 2:00 P.M.

At noon, the Board with the State Highway Engineer and Acting Secretary met with Governor Jordan to discuss proposals to drop the two cent Federal Gas Tax, and possibly eliminate Federal Aid to highways. The Governor favors dropping the Federal Gas Tax.

The Board reconvened at 2:00 P.M. with all members, the State Highway Engineer and Acting Secretary present.

The Board approved increase in grade for Keith Englund, and the regular one step pay increase for W. P. Hughes and N. F. McCoy. Mr. Englund, Personnel Officer, read list of employees in each District to be retired on account of age.

Mr. Rich discussed the meeting, November 13, with Bureau of Land Management. He was accompanied by Maintenance Engineer McCrea. The Bureau of Land Management is urging that State highway funds be used for financing the fencing of public lands. The Board of Highway Directors is unwilling to approve such use of State funds, though did consider somewhat favorable the use of State funds for projects on the Interstate System traversing publicly owned range lands. The Board instructed the State Highway Engineer to canvass the eleven Western States by "yes-no" questionnaire and ascertain their policies with respect to providing or requiring fencing, source of funds for fencing, by whom done (contract or property owner), maintenance, nature of "Range Laws" or "Herd Laws" in the several States, costs of constructing and maintaining fences, type of fence, etc. The Board directed the Assistant Attorney General to discuss the rights and duties of the Board and the Department of Highways in respect to fencing.

The following Official Minute was signed by all Board members under date of November 17, 1953, and Attested by N. F. McCoy, Acting Secretary:

November 18, 1953

WHEREAS, State Highway No. 73, also known as the Buhl-Castleford State highway does not possess the characteristics of a State highway, and

WHEREAS, Buhl Highway District, Twin Falls County, has agreed to assume responsibility for said highway.

NOW THEREFORE BE IT RESOLVED, that said highway, extending from Buhl to Castleford, a distance of 10.55 miles, as shown on the sketch map in the office of the Department of Highways, is hereby removed from the State Highway system, effective this date.

The State Highway Engineer read letter from Franklin County requesting one span of the old Cleveland Bridge. The Board approved this request.

The Board then met with Mr. Cantril Nielsen, Chairman of the Bannock County Board of Commissioners. Items discussed were (1) Mink Creek Road, State Highway 38 surfacing; (2) Corrective work on Mink Creek Road near Pocatello; (3) Oiling of street near College gym in Pocatello; (4) Extension of FAS 1754, Virginia-Hawkins Road; (5) Buckskin-Rapid Creek Road.

Both items (1) and (2) are conditioned upon the County buying the right-of-way for the corrective work and taking over their portion of State Route 38, which will be eliminated from the State Highway System. Item (3) was rejected as not an appropriate addition to the State Highway System. Item (4) is programmed for survey in 1954 by the County. The County stated that it would have funds available for an FAS construction project in 1954, but the Board made no commitment against current funds. Item (5), the Buckskin-Rapid Creek Road, a loop East of Pocatello, thence south to Inkom, was discussed. The Board agreed to give consideration to adding this road to the Federal Aid Secondary County System.

The State Highway Engineer read a letter from Robert Lenaghen, Secretary-Treasurer, Pocatello Central Labor Union, requesting that a 4-lane highway be constructed between Idaho Falls and Pocatello, U.S. Route 91-191. The Board instructed that the Union be informed that such improvements would be made as fast as funds permitted.

The Board read Clip Sheet from the "Jerome North Side News", November 12, 1953, regarding designation of State Highway 25 as U.S. 30 North. No action was taken.

The Board read letter from Mrs. Ruth K. Chess, Clerk, Board of County Commissioners, Lincoln County, requesting maintenance of State Highway 24 between Dietrich and Kimama. The Board decided not to undertake this work.

The State Highway Engineer read invitation from District Engineer Sternberg to State Highway Engineer and Board members to attend "Open House" November 24 at the new District 6 office building at Rigby.

THEREUPON, the Board adjourned until 9:00 A.M. on Thursday, November 18, 1953.

THURSDAY - November 18, 1953

The Board reconvened at 9:00 A.M. on Thursday, November 18, with all members of the Board and the State Highway Engineer present.

The Board discussed the matter of contract engineering, both the methods governing the selection of the consultant and the procedures and policies determining the amount of the fees. The State Highway Engineer was instructed to discuss these items with the I.S.P.E.

The Board discussed the matter of directional signs placed by private parties outside the State highway right-of-way. The Assistant Attorney General recommended that the Board take no action until its rights and duties under the new "Uniform Traffic Act" could be ascertained.

The Board received by appointment a delegation from Oneida County. This delegation appeared to discuss State Highways Nos. 37 and 38. The following persons were present: J. L. Palmer, Chairman, Board of County Commissioners, W. J. Blaisdell and G. E. Ward, Commissioners. They discussed the involved status of right-of-way on the Roy-Holbrook section of State Highway 37 on account of Soil Conservation Service Land exchanges with property owners. Mr. Rich suggested that the County obtain the right-of-way by an arrangement and easements from the Soil Conservation Service and the affected property owners.

The County Board opposed the plan to drop State Highway 37 from the State Highway System, but were willing to consider taking over State Highway 38, if the Department of Highways would provide satisfactory surfacing on the Oneida County section. The Board agreed in principle to this proposal and indicated their present intention was to provide some additional surfacing by State Forces in 1954. The Board stated their original intention was to drop both State Highways 37 and 38 from the State system.

The Board prepared a statement for presentation at the U. S. Engineers - U. S. Bureau of Reclamation joint hearing at Orofino, Friday, November 20. The statement is as follows:

"This statement made this 20th day of November, 1953, by the Idaho State Board of Highway Directors is for the purpose of presenting its position and furnishing facts pertaining to a study and discussion of prospective dam sites on the Clearwater River.

It is the considered opinion of the Board of Highway Directors that it is not their prerogative, as such, to attempt to sway opinions or formulate opinions one way or another on any matters other than the operation of and the policies pertinent to the State Highway Department. Therefore, the following remarks can only be construed to be facts and/or opinions which have developed or may develop as a result of the proposed dams.

Flood damage to state highways on the Clearwater in the past has been spasmodic; the most severe damage occurring in 1948. In that year the direct cost of repairing flood damages amounted to approximately \$225,000.00. In addition, there have been maintenance projects each year designed to repair and protect the river bank of the road and the shoulders of the roads. This yearly maintenance is not segregated as being chargeable directly to high water, but is treated as a part of the regular road maintenance cost.

The probable reduction of maintenance cost resulting from controlled storage dams is difficult to determine, but can be an important factor.

The elimination of flood damage to highways along the river can, of course, be a very definite fact as a result of the proposed dams, and it is this possibility that presents the brightest aspect as far as highway problems are concerned.

The actual construction of any sizeable structure such as the proposed dams presents many immediate highway problems because of the accentuated travel and movement of materials. This, together with the permanent pattern developed, will determine the overall highway needs.

November 19, 1953

It is the desire of the State Highway Department to cooperate fully with each and every community and area of the state, taking into consideration the various aspects of roads, such as construction, locations, general economics involved, etc."

THEREUPON, the Board adjourned until their next regular meeting, which was set for December 10-11 or December 14-15, exact date to be fixed by the State Highway Engineer.



R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
14 December 1953

November 19, 1953



MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

December 14 - 17, 1953

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, at 1:30 P.M. on Monday, December 14, 1953.

Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and N. F. McCoy, Planning Officer-Acting Secretary of the Board.

The Board read and approved the Minutes of the meeting held November 17 - 19, 1953.

The Board reviewed the results of the bid openings held November 20, December 8 and 15, 1953, and the following action was taken:

The first bids considered were for the Maintenance Shop Building, consisting of constructing a Maintenance Shop Building for the State of Idaho, Department of Highways, to be built near Strawberry Glen, Ada County, Idaho. This building is being financed with State funds. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Kloepper & Gramkow of Boise, Idaho, the low bidder, on November 21, 1953, in the amount of \$252,000.00; the Engineer's Estimate being \$286,000.00

There being no dissenting opinion, the Board unanimously concurred in the action of the State Highway Engineer on the above project.

The next bids to be considered were for Project No. F-1381(5), consisting of constructing four concrete bridges on the Lost River Highway, between the Peoples Canal and Blackfoot in Bingham County. This is a Federal-aid Primary and State participation project. The State Highway Engineer recommended that this contract be awarded to Wangsgaard Construction Company of Logan, Utah, on their low bid of \$64,145.00; the Engineer's Estimate being \$78,670.00. The award not to become effective, however, until the Contractor had obtained a Class I Public Works Contractor's License from the Contractor's License Board. The Board was informed that the Wangsgaard Construction Company's application for a license had been approved by the License Board and that a license would be issued on or before December 28. There being no questions or objections, the Board unanimously adopted the recommendation of the State Highway Engineer and authorized him to award the contract when the Contractor had obtained the necessary license, and concurrence had been received from the Bureau of Public Roads.

The last bids to be considered were for Stockpile Project No. 99, consisting of furnishing crushed gravel and crushed rock in stockpiles in the vicinity of State Highways 22 & 51 and U.S. 30 in Elmore County. This is a State financed project. The State Highway Engineer recommended that this contract be awarded to Jack B. Parson Construction Company of Smithfield, Utah, on their low bid of \$31,200; the Engineer's Estimate being \$48,000. There being no dissenting opinion, the recommendation of the State Highway Engineer was adopted, and the Board unanimously ordered the award of the contract to Jack B. Parson Construction Company. Award was made on December 16, 1953.

The November expense claims for the members of the Board were approved in the following amounts: Mr. Rich, \$56.66; Mr. Jones, \$34.30; Mr. Floan, \$46.65.

The Board accepted the State Highway Engineer's recommendation that action on the proposal to purchase land near Strawberry Glen for the use of District III be deferred until another tract of apparently greater utility and possibly less cost could be investigated.

December 14-17, 1953

The Board accepted the State Highway Engineer's recommendation that negotiations be completed for quitclaiming tract at the East entrance to Wallace, U.S. 10, on condition that the Grantee guarantees to hold the Department of Highways and the Highway Board harmless in respect to damages attributable to future failure to maintain the wall on the opposite side of the South Fork of the Coeur d'Alene River.

The following Order was signed by all members of the Board and approved by the State Highway Engineer under date of December 14, 1953:

The Board, having considered the report and recommendations, submitted on Project F-5116(3) in Bonner County, find that certain lands hereinafter described, sought to be acquired for right-of-way purposes in connection with the reconstruction of the Sandpoint Bridge Approaches is necessary for such use, and further, that it is determined that the Highway Department and owners of said lands have been unable to agree on the purchase price, as a result of which, said lands should be condemned as follows:

Parcel No. 10, L. D. McFarland and Gertrude McFarland, his wife, are the owners of a portion of the West 30.0 feet of vacated Riverside Avenue adjacent to Lot 16 in Block 8 of Weil's Second Addition to Sandpoint.

That the Legal Department shall file a condemnation suit in the proper Court against the owners of said property, to determine the value thereof.

The Board approved the State Highway Engineer's proposal to hire the Automotive Safety Foundation as consultant for the Highway Needs Study, with the understanding that careful appraisal would be made from time to time of the cost and value of the services rendered.

The State Highway Engineer reported conversation with Messrs. Givens, Executive Secretary, and Barnett, Secretary, of the "Idaho Governmental Cost and Tax Structure Committee" regarding the relationship between the highway department's proposed "Highway Needs Study" and the work of the Tax Structure Committee. The State Highway Engineer obtained no definite statement but gained the impression that there was little relationship and that the Committee would not make much use of a "highway needs study report".

The State Highway Engineer read letter dated November 28, 1953, from Robert B. Hodge, Assistant Attorney General, requesting that the State Highway Engineer's affidavit of September 24 regarding charge off of uncollectible bills, (eleven items totaling \$66,038.47, pursuant to the power granted in Chapter 9, Session Laws of 1953), be spread upon the Minutes of the Board of Highway Directors. The Board ordered that this document be spread upon the record and that the Attorney General be advised that this had been done. The affidavit is as follows:

"STATE OF IDAHO)
) ss.
County of Ada)

TO THE PUBLIC

E. V. MILLER, being first duly sworn, deposes and says: .

That he is the duly appointed and acting State Highway Engineer for the State of Idaho; and was such State Highway Engineer on April 1, 1953.

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That pursuant to the power granted in Chapter 9, Session Laws of 1953 and with the approval of the Board of Examiners as required by said law, he did, on April 1, 1953, cause to be charged off the books of account of the Department of Highways as uncollectible the following accounts:

<u>ACCOUNT</u>	<u>AMOUNT</u>
H. C. Mallott	\$ 481.97
City of Salmon	41,683.88
Shoshone Highway District No. 2	1,883.24
Latah Highway District No. 1	2,849.22
City of New Plymouth	2,897.26
Bonneville County	4,377.00
Magic Mountain Ski Lift	461.35
John Wright	225.00
Village of Hazelton	1,354.38
Benewah County	8,657.57
City of Jerome	1,167.60

Further your affiant sayeth not.

/s/ E. V. Miller
E. V. MILLER

Subscribed and sworn to before me this 24 day of September, 1953.

(Notary Seal)

/s/ Lewis L. Hamblin
Notary Public for Idaho
Residing at Boise, Idaho

My Commission Expires:

1 - 15 - 54 "

THEREUPON, the Board adjourned until 9:00 A.M. on Tuesday, December 15, 1953.

TUESDAY - December 15, 1953

The Board reconvened at 9:00 A.M. on Tuesday, December 15, with all members of the Board, the State Highway Engineer and Acting Secretary present.

The State Highway Engineer read letters dated November 24 and December 10 from C. J. Olsen, Regional Forester, U. S. Forest Service, Ogden, Utah, requesting that the Forest Service be permitted to install Forest Service signs along Forest highways on the State system. The Board declined to acquiesce at this time but indicated that it would be pleased to discuss the matter with them at some future time. The Board was unwilling to approve signs other than those necessary to control and direct highway traffic.

Resolutions from the Kamiah Grange Legislative Committee dated November 14, 1953, and from the Melrose Highway District dated December 10, 1953, advocating or endorsing a program of construction on U.S. Highway 95 "bypassing" Whitebird, Culdesac and Lewiston Hill grades, were read. No action was taken, other than instruction to the Secretary to inform these organizations that the resolutions were read and will be taken into account in our future planning.

Letters from Senator Cardiff of Clearwater County, the Orofino Motor Freight, Inc. of Lewiston, and the Potlatch Forests, Inc. of Headquarters, advocating surfacing

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and oiling of the Pierce-Headquarters road, were read. No action was taken other than to instruct the State Highway Engineer to report on the condition of the road and the type of improvement ascertained to be appropriate, and to place the work in line for inclusion in the 1955 survey program, and that the above correspondences be informed of the planned study.

The State Highway Engineer reported conversation December 10 with Camas County authorities; Commissioners Earl Wilson and S. E. Frostenson and Representative Max Hanson. It referred mainly to the controversy regarding the location of the North end of State Highway 46, whether using the present location 5-miles East of Fairfield or a new location 4-miles East. Certain groups opposed the proposed new (4-mile) location, but their reasons were not explained and they were not informed of the additional costs (from \$50,000 to \$150,000 discussed) if the old route was used. It was agreed at the conference that a careful alternate estimate of cost would be prepared, and an open hearing held soon, at which the Highway Department would present the facts governing its decision.

Letter of December 8 from Ruth K. Chess, Clerk of Board of Lincoln County Commissioners, requesting an appointment to discuss maintenance and betterment of the Dietrich-Kimama section of State Highway 24 and to discuss other road problems, was read. The Board set the time as 3:00 P.M., January 21 for this appointment.

The Board reviewed the Administrative Budget as presented by Mr. Whaley, Chief Accountant, and approved it, subject to elimination of several personnel increases and minor equipment purchases, which were not considered justified.

The Board discussed the question of highway department insurance rates and possible desirability of self-insurance. It was decided to arrange an appointment with Mr. Maxon of the Rating Bureau for the February meeting to discuss highway department insurance rates, readjustment on account of accident reduction, and etc.

The Board had noted some "Speed Limits - 60" signs and requested that they be removed, as they were in apparent conflict with the State's night speed limit of 55 m.p.h.

The Board reviewed the practice of showing in the Budgets for the Right-of-Way Department, Bridge Department and Plans Department only the top level overhead administrative costs, excluding all items to be charged out to projects. It was decided to include in such budgets all items supervised or administered by the heads of the above departments, but providing separate totals for the overhead charges and for the charges to be distributed to projects. This change was considered necessary to make possible adequate administrative control of the overall costs of these operations by the Board and the State Highway Engineer.

The Board requested that the budget data supplied to them be prepared in more complete detail, so that reasons for each item and analysis of total would be available for the Board's scrutiny.

Mr. Earl Murphy, Secretary of the State Chamber of Commerce, appeared to report the proceedings of the National Conference on Highway Financing held by the United States Chamber of Commerce at Washington, D. C., December 10 - 11, 1953. His written memorandum of the conference is filed with the Board's records.

The Board read a letter dated November 24 from the "North Side Communities, Inc.", signed by J. S. Keel, Jr., Secretary, inclosing a Resolution passed at the "last regular meeting...", protesting the decision of the "State Highway Commission" in refusing its assistance in designating State Highway 25 from Rupert to Bliss as U.S. Highway 30 N.

The Board refused to reconsider its previous decision and instructed the Acting Secretary to advise the petitioners accordingly, but to leave way open for future hearing.

The Board considered the matter of representation at various conferences scheduled during January and February and took action as follows:

Meeting of Idaho Society of Professional Engineers at Boise, January 15 and 16; the Board requested the State Highway Engineer to thank the Society for the invitation to be represented on the panel and to advise the Society that a Board member would serve on the panel.

1954 annual meeting of the American Road Builders' Association at Atlantic City, New Jersey, January 5, 6 and 7; the Idaho Department of Highways will not send a representative.

Meeting of the Highway Research Board, January 12 to 15 at Washington, D. C., L. F. Erickson authorized to attend.

15th Annual Highway Conference, University of Utah, February 23 to 25; the State Highway Engineer was authorized to designate one representative to attend and present a paper.

The meeting of the Columbia Basin Interagency Committee will be held in Boise, January 13, at the Capitol Building. Governor Jordan will preside at the morning session and Leisher Wing of the Federal Power Commission at the afternoon session. One or more of the Board members will attend these sessions.

The Board was informed that General Shingler, the new Division Engineer of the U. S. Army Engineers at Portland, and Colonel Tandy, District Engineer at Walla Walla, will also be in Boise at that time.

The Board read copies of letters from Representative Pfof and Senator Dworshak to the Atomic Energy Commission and letter from Bureau of Public Roads advising of allocation of \$791,000 to the bridges on State Highway 28 near Terreton and resurfacing of U.S. 20, Idaho Falls to Atomic Junction. The letters from Representative Pfof and Senator Dworshak urged (in accordance with our previous letter to Senator Dworshak) that the \$756,000 allocated to the Twin Buttes Highway (U.S. 20) be transferred to the Blackfoot-Arco road (U.S. 26) and that the entire \$1,800,000 authorized by Congress be allocated for roads serving A.E.C. needs in the National Reactor Testing Station area. It was decided that no further action should be taken by the Department of Highways in the matter until the impact of Senator Dworshak's and Representative Pfof's letters can be ascertained and the matter is presented to the Department of Highways by A.E.C. or Bureau of Public Roads for reexamination and restudy.

The proposal to purchase right-of-way for a maintenance shed and stockpile at a site about 1/8 mile east of the City limits of Moscow on State Highway 8 was considered by the Board. The price of \$700 per acre for 10 acres was questioned. Mr. McCrea was instructed to investigate the price and feasibility of a tract about one mile further east; also, to ascertain likelihood of negotiating a better price on the first tract.

The Board received by appointment Messrs. Ray Robbins, Clark Cameron and W. J. Henschied of the Rupert Chamber of Commerce. The proposed Montgomery, Heyburn and Downard Bridges over the Snake River were discussed. The delegation agreed that the Heyburn Bridge was No. 1 priority but thought the Downard Bridge should be scheduled ahead of Heyburn, since the latter can be served by the Burley-Paul Bridge, one and one-half miles West. The Board informed the delegation that the Downard Bridge would be repaired to serve for several years, and assured them that the Interstate Route improvement to cross the Snake River near the present Downard Bridge would not be dropped, though it would require several years to complete. The final location was not yet determined.

The Board reviewed the Second Annual Report, copies of which were to be sent to the Governor immediately. No proposals for changing the text were advanced.

The Board instructed the Acting Secretary to send the Board members copies of the proposed Revised State Highway Descriptions and Route Numbers for their review and study preparatory to final release at the next Board meeting.

Chairman Rich agreed to present the A.A.S.H.O. 25-year award certificate and pin to District Engineer Kelly; the presentation to be in the District Office at Pocatello at an early date.

The Board then received by appointment Mr. E. R. Buehler, President of the Idaho Association of Soil Conservation Districts, and a delegation of eight who appeared before the Board to urge that the highway department protect its roadsides by suitable grassing of slopes and roadsides. A Committee was appointed to investigate and promote this work; the Committee including Don G. Fredrickson of Gooding, Chairman; Donald J. Jensen of St. Maries; R. L. Casebeer of Boise, representing the Idaho Fish and Game Department; and Howard Marcellus, representing the Department of Highways. The Committee will formulate some policies and procedure regarding cross sections, ground cover or grass for erosion control, types of grass and practices for planting and maintaining.

The Soil Conservation group wanted permission to place signs at the limits of the Conservation Districts. Permission to install them on the State highway right-of-way was not granted.

THEREUPON, the Board adjourned until 8:00 A.M. on Wednesday, December 16, 1953.

WEDNESDAY - December 16, 1953

The Board reconvened at 8:00 A.M. on Wednesday, December 16, with all members of the Board, the State Highway Engineer and the Acting Secretary present.

The Board discussed with Mr. Brunner and Mr. Peterson the right-of-way situation at Jerome. The State Highway Engineer recommended the acquisition of 80 feet throughout, except for a short section at the south end where 70 feet, to avoid disturbing Florist establishment and Service Station, would be accepted. The County had proposed contributing \$10,000; State to provide balance. Mr. Brunner was instructed to tell the County to get the right-of-way for the project as designed, and to advise the Department of Highways when the right-of-way is available. In the meantime, the Department of Highways would defer action.

Mr. Jones proposed that the Board purchase right-of-way on the Malad road, for which a 300' width has been established, subject to lease agreement to be executed with abutting property owners; providing (1) that the fences be set back to approximately 150'; (2) that the property owners be permitted to crop the unused margins; (3) that the property owner keep the marginal strip free of weeds and (4) surrender possession on demand, without notice. The State Highway Engineer

was instructed to have the Right-of-Way Engineer check up as to the feasibility of such agreements, reaction of property owners, rental rates that would be appropriate and other stipulations and undertakings necessary to implement the proposed plan.

The Board met with a group to discuss the access road to the Mountain Home Air Base. The group included the following:

R. C. Rich
D. P. Jones
L. K. Floan
E. V. Miller
N. F. McCoy
A. Sherwood
N. L. McCrea
Lt. Col. Harold Reverski, Deputy Base Commander
Lt. Col. G. L. Nowland, Air Installation Officer
C. R. Salmen, Bureau of Public Roads
P. Hall, Mountain Home Highway District
L. A. Friedman, Mountain Home Highway District

Lt. Col. Reverski wanted assurance that the highway access to the Base would be maintained, particularly that snow would be removed. The access road is 10.2 miles in length, including 1.1 miles on State Highway 51, adjacent to Mountain Home, 7.5 miles on the Highway District Road (Grandview Road) and 1.6 miles from a point on the Grandview road south to the Main gate. The Highway District had objected to including the 1.6 miles of road in its system for maintenance and lacked heavy equipment adequate for removal of more than a light amount of snow. The District and the Air Force officials wanted the 9.1 miles section from State Highway 51 to the Main gate to be placed on the State Highway System, to which the Board did not accede.

After considerable discussion, it was agreed (1) that the addition of the 1.6 mile section North of the Main Gate to the Federal-aid Secondary System would be requested; (2) that the State would supply sand, heavy equipment and operators to the Highway District as cost to handle snow falls too heavy for the District Equipment.

The Highway District representatives also requested that a shortcut of State Highway 22 near Dixie, South of the present road and passing under a flume, be considered for addition to the Highway System, or as a substitute for the present road. The shortcut is about one mile shorter (3 miles vs. 2 miles). The item will be referred to District Engineer Varian for investigation and report.

The State Highway Engineer reported that the Army had accepted the request of the Department of Highways for a 3-year maintenance period on Lucky Peak road; the 3-year maintenance period to start after the reservoir is flooded to stipulated elevation and experience with drawdown action and effects can be obtained and analyzed.

The City of Twin Falls proposal to improve Addison Avenue (State Highway 50) from Blue Lakes Boulevard to the East City limits was discussed. The 44 ft. curb width was approved, with the understanding it would be striped as a 2-lane pavement (2-12' lanes and 2-10' shoulders.) The estimate was \$113,760, including 15% engineering and contingencies.

The State Highway Engineer was instructed to set this up as a Federal-aid project, getting City participation as contemplated by the law. The estimate includes \$20,900 for curb and gutter and \$11,500 for culverts at Perrine Coulee and Lateral #39. A delegation will appear at the January meeting to discuss the proposed Addison Avenue improvement.

The State Highway Engineer announced that the 1954 W.A.S.H.O. convention would be held September 16, 17, and 18 at Sun Valley.

THEREUPON, the Board adjourned until 9:00 A.M. on Thursday, December 17, 1953.

THURSDAY - December 17, 1953

The Board reconvened at 9:00 A.M. on Thursday, December 17, with all members of the Board, the State Highway Engineer and Acting Secretary present.

Mr. Dan Hoopes of Idaho Falls and Mr. Les Williams of Blackfoot appeared to protest the denial by District No. I of special permit to move houses with over-size width from the Pocatello airport to Firth. Mr. Hoopes had bought houses on assurance from the owner (City of Pocatello) that they could move on State highway by special permit.

District No. I, on Maintenance Engineer McCrea's orders, had permitted special permits for loads up to 18' - 20', but denied loads up to 38' in width, as some of that width previously moved had caused two or three hours delay to highway traffic.

The Board thought the Maintenance Engineer's refusal was justified, but concluded that since the City had sold the houses in good faith and the purchaser had bought them in good faith approval of the oversize widths was justified. On suggestion from Mr. Rich and Mr. Floan, the State Highway Engineer authorized the Maintenance Engineer to give special consideration, and, if feasible, approval of the moving of houses already purchased, but to instruct the City to make no more such arrangements without specific prior approval from the Department of Highways.

The Board authorized the Right-of-Way Department to purchase the Woodward property, 9 acres at \$2,000 per acre, near the present District 4 office and equipment depot at Lewiston; subject to the State Highway Engineer's further review and approval.

The Materials Engineer presented an excellent discussion of his operations, justified substantial increased costs for some extra help, a testing trailer for each District and the advantages of continued operation of the Branch Laboratory at Moscow.

The Maintenance Engineer discussed his equipment figures in detail. He stated that the inventory was now about \$4,000,000 gross, diminished by \$2,000,000 for depreciation. The Equipment is depreciated at about 10% of new cost annually. The proposed 1954 purchases, \$563,000, are somewhat over the 10% rate, as wartime shortages still affect the need. The 1953 budget was \$559,000, which included a \$40,000 "buffer" fund not used, but included in the 1954 budget. The Maintenance Engineer's policy of 10% of inventory for replacement, plus some additional amount for growth and wartime catchup, plus purchase of new equipment that provides operation benefits in costs or quality was regarded by the Board as an acceptable policy.

The District V maintenance costs were noted as substantially above those of other Districts, but in view of good quality of maintenance and rough climate were not considered unreasonably high. The effectiveness of the newly established "Patrol System" was agreed.

December 17, 1953

THEREUPON, the Board adjourned until their next regular meeting, which was set for Tuesday, January 19, 1954, at 1:30 P.M.



R. C. RICH

Chairman, Board of Highway Directors

Done at Boise, Idaho
19 January 1954

December 17, 1953

